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HONGKONG, WEDNESDAY, JULY 14th, 1926 泰拜禮

號四拾月七年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	5.40	9.15	10.30	11.40	12.00	1.15	2.30	4.45	5.29
Yanmat...	...Dep.	5.50	9.24	10.39	11.49	12.09	1.24	2.39	4.54	5.38
Shatin ...	...Dep.	7.02	9.86	10.51	12.01	12.21	1.36	2.51	5.06	5.51
Taipei ...	...Dep.	7.16	9.49	11.04	12.14	12.34	1.49	3.04	5.19	6.04
Taipei Market	...Dep.	7.21	9.53	11.08	12.18	12.38	1.53	3.08	5.13	6.08
Fanling ...	...Dep.	7.33	10.03	11.18	12.28	12.48	2.07	3.12	5.24	6.19
Shangshui	...Dep.	7.36	10.07	11.22	12.32	12.52	2.10	3.15	5.28	6.23
Shamshui	...Arr.	7.43	10.15	11.29	12.20	12.58	2.18	3.21	5.34	6.29
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SUIT ALL PALATES.

MUNCHENER BURGER-BRAU. DARK.
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"Hazeline" Rose Frost

Gives a natural colour to pale cheeks

Both in glass pots All Chemists and Stores

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"WHITE KING'S" CLAIM.

YORKSHIREMAN'S THREE YEARS' RULE IN EAST AFRICA.

REMARKABLE CAREER.

Mr. John Boyes, the adventurous Yorkshireman who for three years was the great "White King" of half a million savages—the Wa-Kikuyu tribe of East Africa—is in London trying to persuade the British Government to redeem a twenty-five-year-old promise that he should have a grant of land for assisting an official expedition to put the country in order.

After he had for three years ruled the half-million savages who worshipped him, Mr. Boyes was arrested by a party of Government officials who had come, with armed troops, to take over the country. He was sent down to Nairobi for trial on various serious charges.

HIS ARREST.

The "White King," with his personal bodyguard and about 200 native witnesses, was escorted on the journey by ten native soldiers, commanded by a black sergeant, who carried a big blue envelop containing all the evidence against him.

The black sergeant, who knew that Mr. Boyes could easily summon a host of savages, trembled as they approached every village, and ultimately handed the blue envelop to his prisoner, begging him to take charge of it.

Mr. Boyes was later sent to Mombasa, where he was tried and acquitted, even receiving an apology from the judge for the waste of his valuable time.

AS A GUIDE.

After the fiasco of this trial Mr. Boyes was invited to act as guide and intelligence officer to an expedition of the East African Rifles, and it is out of this service that his claim arises.

"I was supplying the Government stations with food, which had to be imported into Mombasa and then sent up by porters," said Mr. Boyes, to a *Sunday Express* representative.

"The Kalyers, a branch tribe of the Kikuyu, waylaid my men and the police, and stole their rifles. The expedition was punitive—one to recover the rifles and put the country in order. It was successful, but nearly cost me my life."

10,000 ACRES GRANTED.

"When the expedition was over I was asked what sort of reward I wanted. I refused all offers of money, and after being pressed to accept something, said I would accept a grant of land, and this was agreed to.

"Unfortunately, though the record of my services went forward to the Governor, the recommendation was apparently overlooked.

"I have taken up the matter several times, but it is perhaps my fault that, being a lover of a roving life in my younger days, I did not sufficiently press my claim then.

"I feel that I have not been properly treated. Over 10,000 acres have been granted to other settlers, and I hope the Colonial Office will see the justice of my claim even at this date."

PRINCE'S MOTOR MISHAP.

SEMI-OFFICIAL SNUB TO FOREIGN PRESS AGENCY.

LONDON, July 2nd.

The widely published reports of a tyre burst, which occurred to the Prince of Wales when motoring at Thanet, has had a sequel in the appearance of a semi-official reprint of an unnamed foreign advertising agency, which agency stated that the burst was due to a defect in the tyre.

The reprint is contained in the announcement. "The Prince of Wales uses British tyres and does not intend changing to foreign ones."

"An attempt to exploit foreign tyres on account of the mishap is strongly resented by those responsible for the safety of His Royal Highness."

ONLY ONE SPARE WHEEL.

The mishap referred to was when the Prince was personally driving a party of friends to Sandwich.

The car was approaching the bridge near the village of Littlebourne, when both the near-side tyres burst. The car swerved alarmingly, but with great presence of mind the Prince, who was hatless, pulled up almost immediately.

Eye-witnesses state that the Prince jumped out, stood on the road and rolled up his sleeves, preparing to tackle the job of wheel-changing himself.

He even got down on his hands and knees on the tarmac road and smilingly declined all offers of assistance.

But there was only one spare wheel, so the Prince leisurely walked to the village butcher's shop and phoned to Sandwich for another car. Subsequently he resumed his journey.

"SHEIK" SENTENCED.

A YEAR IN PRISON TO BEGIN WITH.

Arraigned at Philadelphia under the name of Frederick Stanley, which he said would be as well as any other, the man who has been called the "Master Sheik" of the United States pleaded guilty to defrauding Mrs. Francis Kemp of \$2,000 and was sent to prison for a year. When he completes that sentence he will have to answer charges of swindling women in many other States.

Stanley, who is alleged to have "married" and deserted 50 women within the past two years, all of them wealthy, used various aliases, including that of an English Peer.

ILLOGICAL PEOPLE.

BEARD-GROWING REPLY TO SHINGLING.

[BY JOHN BLUNT.]

Because the girls in the town of Middletown, in the State of New York, insist on smoking cigarettes and shingling their hair, the young men have all resolved to grow beards.

One may call this a good example of the strange habit some people have of cutting off their nose to spite their face. If the girls have not been impressed by the pleadings of the young men when they were beardless, I can hardly suppose that they will be any more impressed when the young men willfully make themselves less attractive to look upon.

Cutting off one's nose to spite one's face is a form of illogicality to which, curiously enough, many people are addicted. With their eyes wide open they spoil their own chances, deriving a mysterious sort of pleasure from doing themselves harm.

PETULANCE.

Such acts are sometimes a kind of moral protest against fate, but more often they arise merely from petulance and bad temper. The type of person who, having done a foolish act by mistake, immediately proceeds to do a foolish act on purpose, is not at all uncommon. It only shows that self-pity and spite are dangerous forms of luxury.

An equable nature is the best gift the gods can grant us. If we were all equable, then, indeed, we might lay some claim to be considered logical. But, as it is, we allow our own tempers to play havoc with our common sense. Fancy growing a beard in order to emphasise your point of view! And yet these young men are behaving no more stupidly than many of us constantly do when our tempers become ruffled and our sense of humour deserts us. When that happens we are quite liable to victimise ourselves merely for the satisfaction of proving to ourselves that we are thoroughly unfortunate.

Some people, of course, are naturally their own worst enemies and invariably fall out with those who could help them most; but many other people, who are sensible enough in the ordinary way, become extremely unreasonable when things go wrong with them.—*Daily Mail*.

TEMPLE 4,000 YEARS OLD.

SCULPTURE DATING FROM 2,300 B.C. FOUND AT UR.

A report issued by the British Museum authorities states that the work at Ur of the Chaldees of the Joint Expedition of the British Museum and of the Museum of the University of Pennsylvania during February was spread over three distinct sites, all lying within the Sacred Area of the ancient city.

In the first place, it was necessary to complete the excavation of the great temple of the Moon Goddess.

In this the excavators were helped not a little by discovering a number of hinge-stones at the doors of various rooms inscribed with the names and dedications of Ur-Engur and of his grandson, Bur-Sin, both of whom had been concerned in the erection of the original building.

MAIN RUINS.

The main standing ruins are those of a temple reconstructed in about 2100 B.C. by Enannatum, a royal prince, who was High Priest of the Moon God, but he followed so faithfully the ground plan of the earlier work that even where his walls had been badly removed by later restorers it was sufficient to dig down and trace the mud-brick walls of Bur-Sin for the design of the High Priest's building to become plain.

In the process of this digging down a very fine female head carved in black diorite was found, an admirable example of Third Dynasty sculpture dating from about 2300 B.C.

The second site excavated was a narrow strip on the south-west side of the Ziggurat of Ur-Engur. The discoveries made have cleared up the history of this part over a much longer period than had been expected.

KASSITE AGE.

Not only is there a boundary wall dating from the Kassite age of about 1400 B.C., but below this the remains of the chamber wall built originally by Ur-Engur round the terrace on which his ziggurat stood, and, under this again, walls of pudding-shaped mud bricks which must go back to the fourth millennium before Christ.

There could be no doubt that these two were the enclosing walls of a ziggurat platform, and the experts conclude from this that underneath the millions of bricks piled up by Ur-Engur's workmen there lie buried the remains of another ziggurat older by many centuries.

COPPER STATUETTE.

In completing the excavation of a building of which part had been dug by Dr. Hall in 1918, excavators were able to recover nearly all of a very interesting plan, a temple with two official residences attached to it, and under one ruined corner they found undisturbed the foundation box of burnt brick containing the copper statuette of the King bearing on his head the basket of mud mortar for the laying of the first brick of the building.

With very little more work the excavators expect to be able to draw out the plans of all the buildings through their successive phases of reconstruction and alteration from the closing days of Nabonidus in 550 B.C. to the time, nearly two thousand years earlier, when Ur-Engur laid out his design for an imperial Ur.

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Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.
HONGKONG.

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Where Portuguese, English and Dutch in turn Struggled for Mastery,

has been since the 16th century, a Magnet attracting from Europe all who sought Trade, Adventure or Gain.

To-day it is rapidly becoming known as one of the Gems of the Pacific—The Pearl of the Orient—and attracts Tourists and Visitors from all parts of the world.

To those seeking relief from the oppressive and trying local summer, there is no place which holds forth such a pleasing prospect of complete change of surroundings, of scenery and of climate.

8 days to Batavia, a short journey then takes the traveller to the Highlands, where all the trials of heat and humidity are forgotten in a temperate climate unsurpassed in any tropical country.

Big Game shooting

Wonderful ancient Temples

Motor tours through magnificent scenery

Dolce far niente, for those who prefer it, in

Hill resorts like Sindanglaja or Tosari, where

Fires in the evening will be appreciated.

The magnificent vessels of the Java-China-Japan Line sail direct to Batavia, or to Sourabaya via Macassar, and give the traveller the added charm of a sea voyage through Calm and Tropic Seas under Ideal Conditions.

S.S. "TJIKARANG" July 15th. S.S. "TJISAROKA" July 29th.

The Return Fare to Batavia from Hongkong is \$300.

Full particulars of trips in Java and through the Dutch East Indies from

JAVA-CHINA-JAPAN LINE

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[A.P.A.]

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MECHANICAL AND
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ENGINEERS.

**THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SW (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

8,000-Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

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ANCHOR BRAND PURE MANILA ROPE.
"THE CORDAGE YOU CAN TRUST."

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MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES—ENQUIRIES SOLICITED

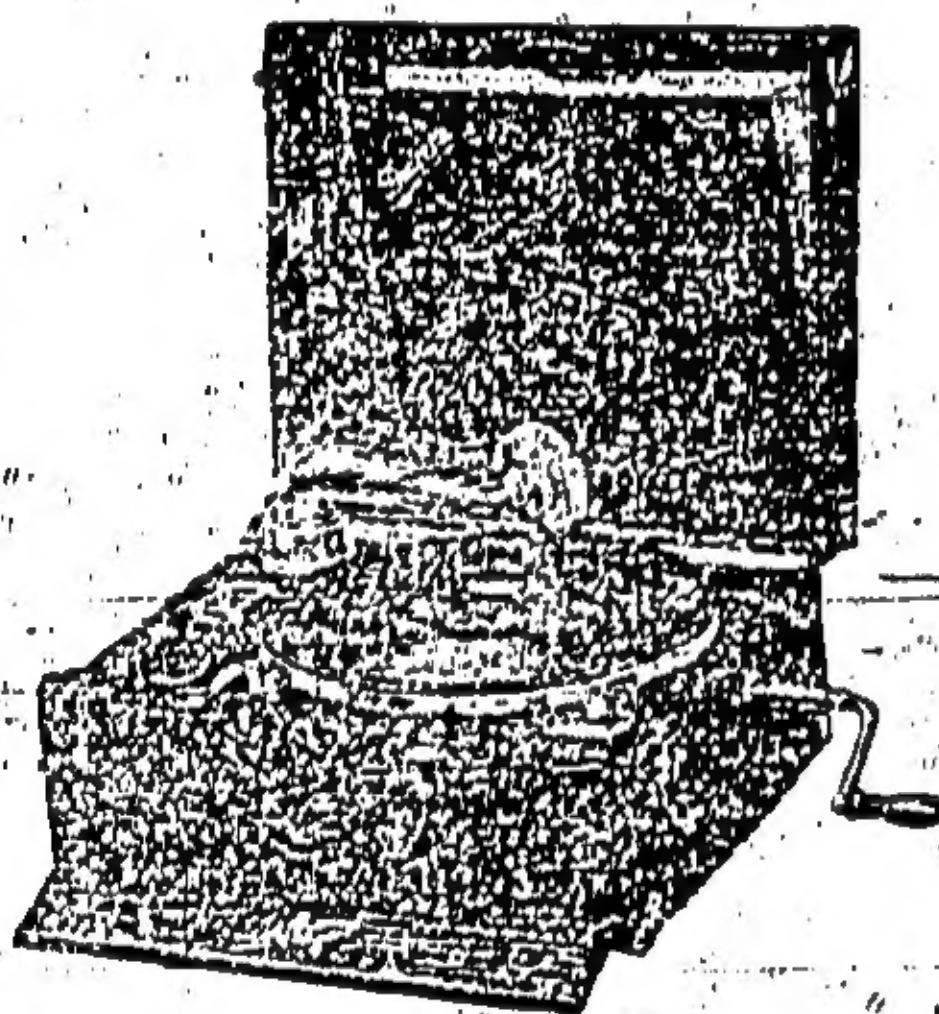
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CABLE LAID HAWSEERS
WELL DRILLING CABLES

ROPES OF ALL SIZES FOR ALL PURPOSES.

PORTABLE GRAMOPHONES

You shall have Music wherever you go.
It is here, there and everywhere.



Models in stock

"DECCA"

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"PETER PAN"

"SINCERE"

"PAL PORTABLE"

"DELCELTO"

The jolliest and most dependable companions for the picnic party.
It will also satisfy your musical taste and be a pride and a delight to you.

CALL AND SELECT YOUR FAVOURITE FROM
THE SINCERE CO., LTD.

THE NAVY'S CHOICE

Coates
ORIGINAL

PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

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SOLE AGENTS—

MITSUI BUSSAN KAISHA LTD

HONGKONG

HONGKONG TENNIS LEAGUE.

"A" DIVISION.

I.R.C. AND U.S.R.C.

The Indian Recreation Club played their last match in the first division on Sunday. In their six matches, they won five and lost one. The results are as follows:—

beat H.K.C.C.	50-40
beat Kowloon C.C.	50-40
beat U.S.R.C.	60-38
beat University	62-47
beat M.B.K.	63-38
lost to Chinese R.C.	47-62

340-254

The Indian team consists of young players whose average age is certainly much below that of any other team in the first division, and while, as a team, they lack the experience of their older opponents, they have more than made up for that by their ability and energy.

They were represented by nine men during the season, of whom H. D. Rumjahn, Y. A. Wahab, J. A. Cassumbhoy, I. A. Razack, S. A. Hussain and S. A. Rumjahn formed the regular team and J. S. A. Curreen, S. A. Ismail and S. A. Hamid played one match each as reserves.

H. D. Rumjahn and Y. A. Wahab partnered in five matches and scored 25, 30, 30, and 18. S. A. Hussain and S. A. Rumjahn also partnered in five matches, scoring 21, 21, 30, 16 and 22. J. A. Cassumbhoy and I. A. Razack did not play up to expectations and scored 18, 18, 15 and 11 in their four matches.

Their average is 54.4 games won and 49.2 lost. They secured their highest number of games (63) against the M.B.K. and the lowest (47) against the C.R.C., and of the 54 sets played won 37 and lost 17.

U.S.R.C.

The United Services Recreation Club, who have been the holders of the Shield from 1924 (last year there was no competition) have had some difficulty in getting their teams during the season and were not represented by the same team for any two matches. Eighteen players in all represented them and no pair appeared together in more than one match, except Major Pratt and Major Stevenson, who scored 12, 20 and 15 in three matches and Major Stevenson and Edmondson, who scored 22 and 10 in two.

Under the circumstances, the U.S.R.C. deserve to be admired for their perseverance against difficulties in carrying out their League programme.

The following are the results of their matches:—

beat University	50-49
beat H.K.C.C.	54-45
lost to M.B.K.	42-57
lost to Kowloon C.C.	37-62
lost to Indian R.C.	39-60
lost to Chinese R.C.	28-73

248-346

Their average is 41.2 games won and 57.4 lost, which is not so good as the average of H.K.C.C. and University, who occupy lower positions. They secured their highest number of games (54) against the C.R.C. and won 17 sets out of the 54 in the six matches.

They occupy fourth position in the League Table and will, in all probability, share that position with M.B.K. at the end of the season.

HONG DOUBLES.

Yesterday's matches resulted in straight set victories for the winners.

1st Round.

J. W. Alabaster and S. M. Garrard (Union) (rec. 5/8) beat G. Miskin and C. Blaker (Gilman) (rec. 1/6), 6-2, 6-3.

2nd Round.

R. Hancock and H. Greensmith (owe 4/6) beat G. N. Tinson and M. M. Watson (Johnson, Stokes & Master) (rec. 15/3), 6-4, 6-3.
R. L. Moncrieff and J. Walker (H.K. Bank) (rec. 15/1) beat R. A. Jardine and J. H. Sutcliffe (H.K. Bank) (rec. 15/3), 6-2, 6-2.

TO-DAY'S MATCHES.

2nd Round.

D. S. Green and T. D. E. Pendered (rec. 5/8) v. F. Syme Thompson and R. L. C. Valentine (rec. 15/1) v. A. W. Hayward and J. D. Humphreys (rec. 3/8).

WINDING UP.

H.K. DEVELOPMENT SOCIETY EXTRAORDINARY MEETING.

VOLUNTARY LIQUIDATION PROPOSED.

It has been notified that an extraordinary general meeting of the Hongkong Development Building and Savings Society, Ltd., has been called for 3 p.m. on July 21st, at the City Hall, when it will be proposed that the Company should be voluntarily wound up, and that Messrs. J. Hennessey, Seth and S. H. Ross be appointed liquidators.

Should the resolution be passed, a further meeting will be held on July 28th, at the same time and place, to confirm the resolution.

The Society was formed a few years ago, and was principally interested in the Government's "assisted" 40 years lease scheme, propounded by Mr. A. G. M. Fletcher (now Colonial Secretary of Ceylon) as a means towards solving the housing shortage then very acute in the Colony. It was intended to encourage building to a large extent on "Jardine's Look-out."

The unexpected conditions which arose prevented much being done.

At the last annual meeting on May 19th, it will be recalled that a proposal to adjourn the meeting was lost by a large majority.

REGIMENTAL FUNDS AND PLATE.

SCHEME TO OBVIATE LOSS ON MOBILISATION.

During the War many difficulties arose in connection with the disposal of Regimental funds and plate. The United Services Trustee now recommends a scheme to commanding officers for obviating similar difficulties in the event of mobilisation in the future.

At a meeting of the directors of the United Services Trust it was reported that the number of new Trusts accepted during the year was 62, including regimental funds and plate for Regular and Militia units and funds administered for charitable purposes by Regimental Associations.

The difficulties were that cash placed with banks either on deposit or current account was sometimes difficult to trace when officers who operated the accounts became casualties or were transferred to other units. After the War many units had difficulty in finding their plate, as they did not know who stored it on mobilisation or where it had been stored.

The Trustee invites Commanding Officers to make arrangements to ensure that accounts kept for their regimental funds are properly designated in the books of the bank; to supply the Trustee with the name and address of his bankers, and the names of his Regimental accounts at the bank, and to file with his mobilisation scheme a draft letter to the manager of his bank instructing him to remit the balances of his regimental accounts to the Trustee one month after mobilisation.

He advises them also to transfer all securities to the name of the United Services Trustee in order to obviate future difficulties regarding transfers, and to lodge a detailed inventory and valuation of his regimental plate with the Trustee, who will arrange for its insurance.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

July 13th, 1926.

Hongkong Bank	111.10 nom.
Do. London	213 1/2 sel.
Chartered Bank	220 1/2 buy.
Mercantile Bank, A. & B.	230 1/2 nom.
Do. C.	210 1/2 nom.
P. & O. Bank	224 1/2 buy.
East Asia Bank	280 1/2 nom.
Canton Insurance	36.40 nom.
China Underwriters	11.50 nom.
North China Insurance	11.145 nom.
Union Insurance	225 1/2 buy, 225 1/8 sel.
Yangtze Insurance	47 1/2 buy.
China Fire Insurance	430 1/2 buy.
Hongkong Fire Insurance	325 1/2 buy.
Do. G. & M. Steamboats	325 1/2 buy.
Hongkong Tugs	32 1/2 nom.
Indo-China (Ref.)	327 1/2 buy.
Do. (Del.)	340 nom.
Shell Transport	91 1/2 nom.
Star Ferries	306 1/2 buy.
Waterboats	315 nom.
China Sugars	324 1/2 buy.
Malayan Sugars	34 1/2 nom.
Benguet	40 1/2 nom.
Kailash Mining Ad.	11 1/2 nom.
Langkat (combined)	11 1/2 nom.
Do. (single)	11 1/2 nom.
Shanghai Explorations	11 1/2 nom.
Shanghai Loans	7 nom.
Banks	3410 buy, 5 sel.
Tromoh Mines	60 1/2 buy.
Ural Caspian	8 1/2 nom.
H.K. & W. Wharves	121 1/2 buy, 121 sel.
H.K. & W. Docks	354 1/2 buy.
Hongkong	170 buy.
New Engineering	11 1/2 buy.
Shanghai Dock	11 1/2 buy.
H.K. & S. Hong	10.25 buy, 11 sel.
Hongkong Realty	35.90 buy.
H.K. Territorials	35 nom.
H.K. Developments	15 cts. sel.
Humphreys Estates	314 1/2 buy.
Prince's Buildings	390 sel.
Rural Lands	314 buy.
Ewo Cottons	11 1/2 buy, 9 sel.
Oriental	2.70 sel, 2 1/2 sel.
Shanghai Cottons (old)	11 1/2 buy.
Do. (new)	11 1/2 buy.
China Buses	10 1/2 buy.
Hongkong Tramways	225.10 nom.
Peak Tram (old)	118 1/2 buy.
Do. (new)	118 1/2 buy.
Singapore Tractions	10 1/2 buy, 12 sel.
Taxes	34 sel.
Amusements	11 1/2 nom.
Canton Leas	37 1/2 nom.
Cements (combined)	314 nom.
Do. (old)	312 nom.
Do. (new)	32 nom.
China Lights (combined)	32 1/2 nom.
Do. (old)	312 nom.
Do. (new)	312 nom.
China Provident	46.05 buy.
Constructions	34 nom.
Dairy Farms	310 1/2 buy, 16 1/2 sel.
Der A. Wings	30 sel.
Hongkong Electric	37 1/2 sel.
Macao Electric	35 nom.
H.K. Bopes (combined)	320 sel.
Do. (old)	310 sel.
Do. (new)	35 sel.
Lane Crawford	39 nom.
Mackintoshes	319 1/2 nom.
Minerals	31 1/2 nom.
United Asbestos	320 nom.
Waters (old)	313 nom.
Wm. Powell	34 nom.
buy—byern; sel—sellers; sa—sales	nom.—nominal.

SHANGHAI DOCK DIVIDEND.

Messrs. Benjamin & Potts have received a cable from their Shanghai Office, announcing that the Shanghai Dock & E. Co., Ltd., have declared a dividend of Tls. 3.25. The profit for the year was Tls. 259,659 and the amount to be carried forward is Tls. 104,250.50.

YOUR LAST CHANCE

of Seeing

HAROLD LLOYD.

IN

THE FRESHMAN

AT **THE QUEEN'S.**

TO-DAY at THE WORLD.



CHARLIE CHAPLIN
IN THE GOLD RUSH.

STAR

LAURETTE TAYLOR

IN

ONE NIGHT IN ROME.

Just call for a glass of Horlick's

There's nothing like Horlick's to back you up when fatigued with work or run down. Horlick's is made from body-building and energy creating wheat, milk and malted barley in a most assimilable form.

HORLICK'S
THE ORIGINAL
MALTED MILK

In 4 sizes of all Grocers & Stores

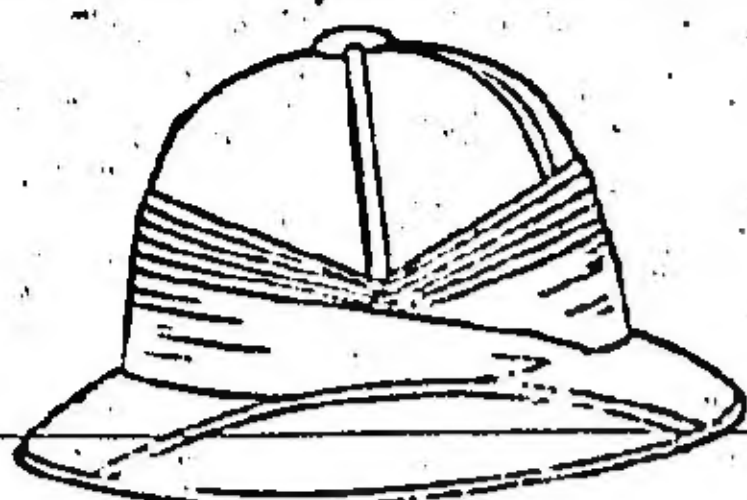
EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

	Rugby, July 11th.
Paris	193 1/2
Brussels	227 1/2
Amsterdam	12.10 1/2
Berlin	20.42
Copenhagen	13.25
Vienna	34.42 1/2
Helsingfors	183 1/2
Lisbon	2.17 1/2

Buenos Aires	45 1/2
Shanghai	2/11 1/2
Yokohama	1/11.15/64
New York	4.86 5/16
Milan	144
Stockholm	18.14 1/2
Oslo	25.15 1/2
Prague	104 1/2
Madrid	30.77 1/2
Rio	7.22 3/32
Bombay	1/5.21/32
Hongkong	2/2 1/2
Silver (spot)	40
Silver (forward)	30.1/16

HAWKES SUN HELMETS



Light weight body covered fine white drill, mustlin puggaree.
Fitted with the new "self adjusting" white leather head lining which will not stain the head with excessive perspiration.
Thoroughly well made and finished.

\$14.50

WE ALLOW 10% DISCOUNT FOR CASH.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES-VOEUX ROAD

MUSIC

MERCENARY MARY
AND
STUDENT PRINCE

AT
MOUTRIE'S. Chater Road.

MY WINE.

We can supply you with a perfect Claret and a delicious White Wine.

MY WINE CLARET PER BOTTLE - \$ 1.20
PER DOZEN - 13.00

MY WINE WHITE PER BOTTLE - \$ 1.40
PER DOZEN - 15.00

Give us a Trial.

MAGASIN GENERAL.

THE WING WO COMPANY TAIPING THEATRE

PRESENTING

THE CHING YIM CHOW & HIS TROUPE FROM NORTH CHINA.

July 14th, 7.30 p.m. - "SHEN YUNG YING."

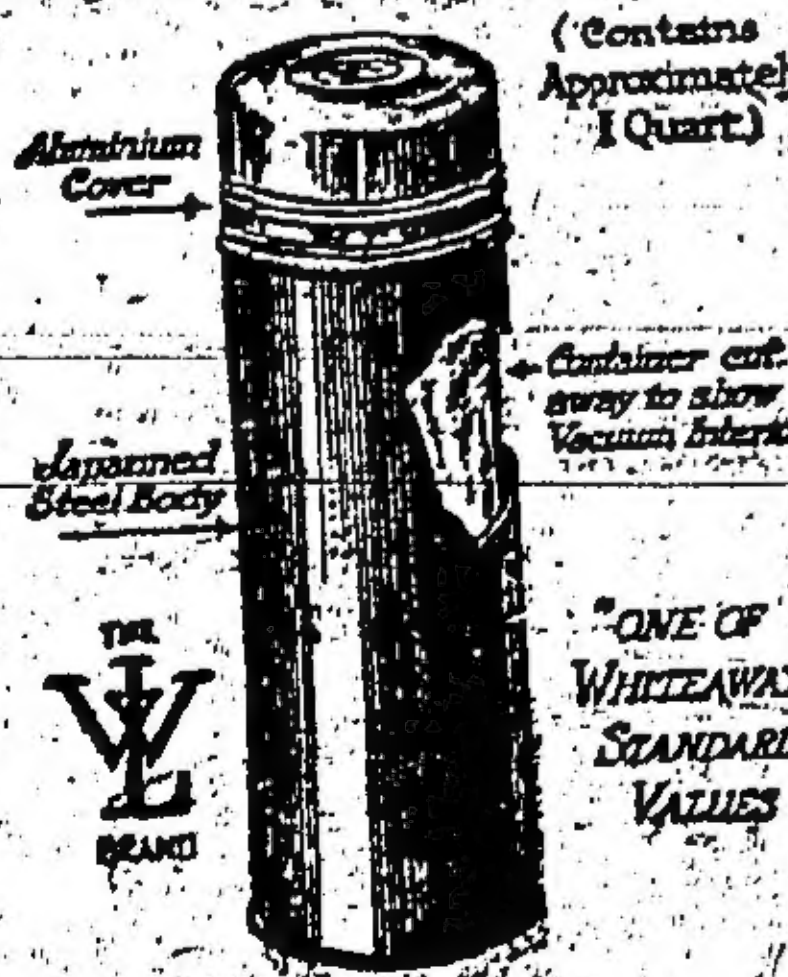
Prices: Box, \$28 (Four Persons)

Dress Circle, A Sofa for Four: \$22, or \$7 Per Person.

[3773]

USEFUL FOR PRESENT WEATHER. "WONDERVAC" FOOD JAR AND CARAFE.

THE
"WONDERVAC"
FOOD JAR



THE "WONDERVAC"
CARAFE
Holds 2 Pints. Keeps Liquids
hot or cold. Polished Alumi-
num exterior.

STANDARD
VALUE

PRICE... \$3.50

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

This "Wondervac" Vacuum Jar is invaluable for keeping food stuffs hot or cold. Particularly useful for taking Ice Cream for Picnics, etc.

STANDARD
VALUE

\$3.25 EACH.

THE
"WONDERVAC"
CARAFE



STANDARD
VALUE

PRICE... \$3.50

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

HONGKONG'S VILLAGES.

THE QUESTION OF THEIR SANITARY CONDITIONS.

RESULT OF INVESTIGATION BY SPECIAL COMMITTEE.

IMPROVEMENTS SUGGESTED IN EXHAUSTIVE REPORT.

The Sanitary Board, on May 4th, appointed Drs. Koch, Severn, and Tao to form a committee to consider the possibility of applying more rigorously than at present the Public Health and Buildings Ordinance to the various village communities in the Colony, other than the New Territories, and more generally to consider what steps are possible to improve the sanitary condition of such villages.

This report, which is of an exhaustive, valuable and useful nature, was presented at a meeting of the Sanitary Board yesterday afternoon.

Following the proposing of the adoption of this report by the President, a short discussion ensued, in which Col. Boylan Smith advocated the necessity of instructing school-children in elementary sanitation and hygiene.

Dr. S. D. Tao, suggested, during the discussion, that the Government be asked to formulate a scheme by which a large area be set aside in the New Territories for the laying out of a model village where villagers would have every facility and encouragement to continue in their old occupation of rearing pigs, poultry, and growing vegetables for the Hongkong markets, and also be able to live under better and healthier conditions than hitherto.

There were present at the meeting Mr. N. L. Smith (President), Dr. W. V. M. Koch, the Hon. Mr. H. T. Creasy (Director of Public Works), Dr. S. W. Tao, Col. Boylan Smith, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. R. A. D. Forrest (Secretary) and Dr. A. G. M. Severn (Acting Medical Officer of Health).

THE COMMITTEE'S REPORT.

The report of the Committee, regarding the investigation of village sanitation, is in three parts and reads as under:—

Part I.

The committee, after a preliminary discussion, arranged a programme of visits to the more important villages.

It was considered that the villages situated on the island of Hongkong require more urgently to be dealt with, than the villages of Kowloon, as it appears that the whole of the villages in Kowloon and New Kowloon will eventually be resumed in the course of the development of the peninsula, as indicated in the maps and surveys showing the lay-out recommended by the Town-planning Committee, and approved by the Government.

It was decided to give the villages situated in the island of Hongkong individual consideration, whereas the villages situated in Kowloon and New Kowloon should be included in the general recommendations which should be made.

The following villages were visited and inspected:—

Pokfulam.
Aplicha.
Aberdeen.
Telegraph Bay.
Little Hongkong (Sun Wai).
Stanley.
Tytam.
Aukungnam.
Shek O.
Shaokwan.
Taihang.

Wongneichong (Matched village).
The above represent the principal villages on the island of Hongkong, apart from some villages which have become included in the urban area: there are in addition some smaller hamlets, or collections of fishermen's huts, many of which have to be approached by water. These last were regarded as being so far isolated or so small as to be negligible.

The general recommendations, which this committee consider should be applied, or continued were already applied, in all villages, and are outlined under the following heads:—

REGULAR SANITARY INSPECTION.

All villages should have the advantage of regular sanitary inspection.

Although it is not considered practicable, at present, to enforce more than a small part of the requirements of the P.H. and B.O., in every village, yet a tactful Sanitary Inspector in the course of his regular inspections could do much to set a good example, and gradually to educate the villagers towards an appreciation of sanitary measures. He would without difficulty gain the confidence and the assistance of the inhabitants in such matters as mosquito reduction, refuse and night-soil disposal, improved latrines, and water supply. The District Inspector should report to the H.S.D. on all matters which he considers of urgency from the standpoint of sanitation, these recommendations would be given careful consideration, and as funds permit such improvements could be made which would do much to elevate the standard of sanitation in the villages.

We would, however, recommend that a more comprehensive scheme of public health propaganda in villages, by means of lectures, leaflets or cartoons on health subjects, be given consideration.

GENERAL HOUSE-CLEANING.

The system of general house-cleaning has proved so beneficial wherever it has been introduced that we unhesitatingly urge its regular adoption in all villages where it is possible to transport the necessary tanks and material. The fact that the majority, if not all, of the villages in Kowloon and New Kowloon are now included in the general house-cleaning, goes to show the practicability of its more universal application in the villages situated in the island of Hongkong.

WATER SUPPLY.

The provision of a pure water supply in all villages is a matter of vital importance, and we consider that the Government should see that the best water supply available is provided in all

villages in the Colony, whether the supply be from spring, well, or Government main.

SCAVENGING AND REFUSE.

We recommend that in all those villages not included in a regular scavenging system, a small refuse incinerator should be provided, on the lines of one at present erected at Shek O. One of our staff might then superintend the burning of the refuse at intervals of a few days.

The appointment of a villager, at a regular wage, to be in charge of the scavenging of his village, has been tried at Pokfulam in former years. A similar arrangement might be made with advantage in the villages which are not at present scavenged.

LATRINE ACCOMMODATION.

Latrine accommodation is absent or inadequate in many of the villages inspected by us, and we would recommend that the Sanitary Board give this matter their attention. Certain difficulties are presented owing to the distance and isolation of some of the villages, and the probable opposition of the local gardeners, who apparently would not wish to have the night-soil rendered unavailable for the purpose of fertilizing their lands. If the villagers are to continue to use the night-soil to manure their fields, it is desirable that it should not be used in liquid form as at present, but properly mixed with earth or mould. This would do much to reduce the nuisance from flies, and render the night-soil less dangerous as a medium for the spread of intestinal diseases and parasites.

DOMESTIC ANIMALS.

The Colonial Veterinary Surgeon attended one of our meetings, and explained at some length the general situation with regard to the domestic animals, which are an integral part of village life in the Colony. He also gave us particulars of the dairies, pig-stys, cattle and goat sheds registered or licensed in Hongkong. The present policy of the Board, in gradually raising the standard of pig-stys and cattle-sheds in the villages, without bringing undue hardship on the villagers, is a measure which has our support.

CUTTING UNDERGROWTH.

The regular cutting of undergrowth in, and immediately surrounding, most of the villages is a desirable anti-malarial measure, which we recommend be given due consideration by the Government.

LIMITATION OF EXPANSION.

Many of the villages showed a marked tendency to increase in size to an extent which we consider to be undesirable, and which we are of the opinion that it would be an advantage if this matter was given full consideration before further permits are granted for the erection of matcheds or other native-type dwellings in or near existing villages.

We consider that the preceding general recommendations should be applied in all villages in Hongkong, Kowloon and New Kowloon. We are aware that many of these stipulations are already fully provided for in some of the villages, but we consider that a more uniform system should be put into force without undue delay, as sufficient staff and funds become available.

Part II.

VILLAGES VISITED.

The following villages have been visited by us and given individual consideration:—

TELEGRAPH BAY.

"We consider that the general recommendations set down in Part I, will meet most of the requirements of this settlement.

The provision of sumps and the construction of surface channels will improve the drainage.

Attention should be paid to standing water, pools and undergrowth. The development of this village should not be encouraged owing to its comparative proximity to European-type country houses and the Dairy Farm. It would be well if recent squatters were removed, and if matcheds have been erected on permit within the last two or three years they should be gradually withdrawn, until the village resumes its former proportions.

The standard of construction of pig-stys in this village should be improved. The C.V.S. informs us that this matter is receiving his attention at present.

ABERDEEN.

This area is being fully and well looked after under the present regime. No specific recommendations appear necessary.

APLICHAU.

The most pressing need of this village is an improved water supply. If it is not possible to provide filtered water from Aberdeen, then proper wells should be sunk, and the number of private wells, and the existing unsatisfactory public wells, should be closed.

The new wells, when constructed, should be maintained in good order, and the water regularly examined both chemically and bacteriologically.

The main village streets should be concreted, and attention paid to surface channels and improved drainage.

Pig-stys should be erected in an approved reservation.

The provision of a small permanent market should be considered by the Sanitary Board.

LITTLE HONGKONG (SUN WAI).

The removal of stormwater would be facilitated by the construction of surface channels. This is a somewhat isolated and very clean village, and the general recommendations of Part I, would appear satisfactory to meet its needs.

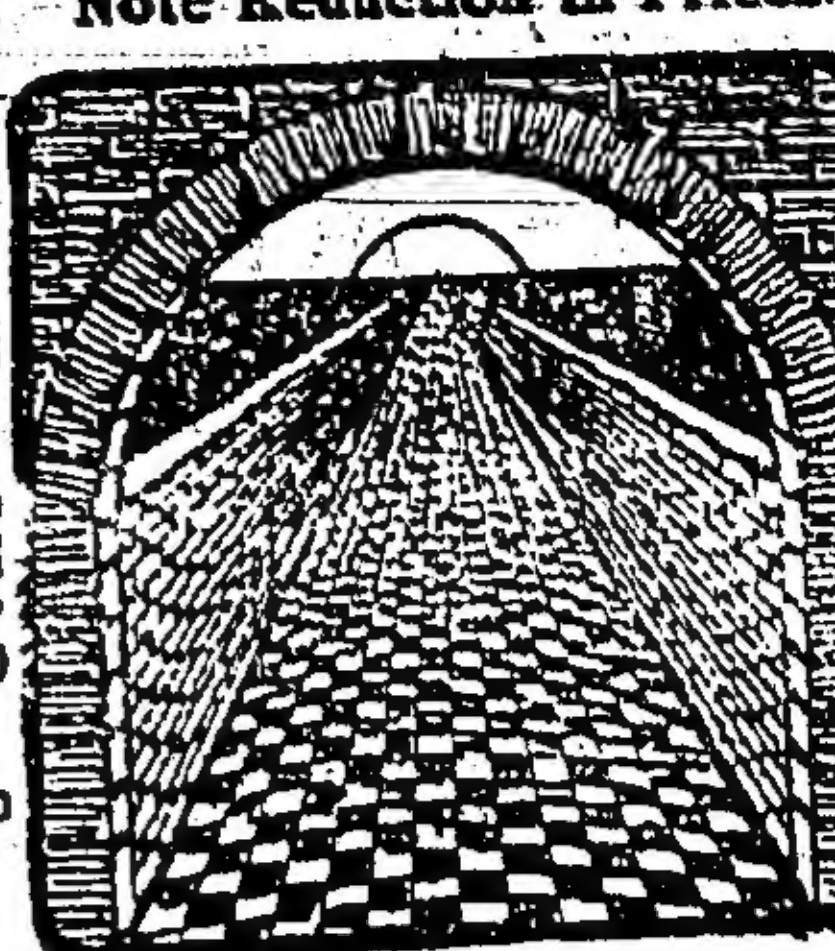
KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton. Note Reduction in Prices.

Delivered to Peak District (above Bowen Road), \$24.00 per ton.

Delivered to Bowen Road and Lower Levels, \$22.00 per ton.

Delivered to Kowloon, \$20.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

For Price Apply to

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hongkong.

STANLEY.

The water supply should be improved. The existing public wells, together with their pumps, have been allowed to get badly out of repair. This matter should be attended to without delay. The pumps and wells, when repaired, should be maintained in proper order, and the water periodically examined.

Undergrowth in the neighbourhood of the village should be cleared at frequent intervals.

Pools and standing water in this area should be filled in or regularly oiled.

TYTAM.

This is a small village, close to Stanley, consisting of about ten families. The water supply from the existing well is not constant; this well should be deepened and put in order, or another site should be selected and a new well sunk. The above recommendations re Stanley apply also to Tytam.

SHEK O.

The general recommendations of Part I, should be put into force. The villagers appear very willing to assist in the sanitation of their village, as evidenced by their erection of a communal refuse incinerator. The Sanitary Department might see that this incinerator is used properly, and assist with a small issue of kerosene.

Care is necessary that the present water supply from a spring shall remain uncontaminated by builders' matcheds, or the drainage from new bungalows, which may be erected in this area in the course of its development.

AU KUNG NGAM.

This village is inhabited mainly by boat-builders.

Supervision should be exercised over pools and standing water.

The extension of the Government water supply from Shaokwan, and the erection of standpipes, should be considered, as the present supply from a spring is liable to dry up in winter. The nearest standpipe at present is more than a quarter of a mile distant from the village.

Other general recommendations in Part I, should be put into force in this village.

SHAOKWAN.

The sanitary measures at present enforced would appear to be adequate for this area.

TAI HANG.

In the course of future development this village will become part of the urban area.

The difficulties with regard to pig-stys in this neighbourhood, might be solved by the institution of a special reservation set apart for pig rearing, on a site not too distant from Tai Hang, as suggested by the C.V.S.

Part III.

We have considered separately the following two villages, which by reason of their close proximity to the city of Victoria, owing to urban expansion, have become dangerous foci which menace the health of the city. These villages are Pokfulam, and the large collection of offensive matcheds which have sprung up in the neighbourhood of Wongneichong valley.

WONGNEICHONG.

Matched village.—Since the resumption of the village a matched settlement has become established in the neighbourhood. The new sheds are built so closely together that it is almost impossible to keep the area clean and sanitary.

The huts and sheds are of a most primitive type, and inhabited generally by gardeners and labourers.

The water supply is in the form of a stream, open to gross contamination. Latrines and sumps, where they exist, are of an unsatisfactory type.

There is considerable danger from fire, as the matcheds are packed so closely together.

Mosquitoes abound in the pools and sluggish streams. Pigs and other animals wander about the paths, and help to defile the place.

This area is in close proximity to a large number of European-style houses, and we consider that it is urgently necessary, in the interests of public health, that the Wongneichong matcheds should be wholly removed without delay.

POKFULAM.

The sanitary condition of this village is not good.

It is an old-established settlement, said to have been in existence for more than a century. About 650 persons live here; the villagers grow vegetables, and rear poultry for their own consumption.

One of the main industries is pig-rearing for the Hongkong market. Flies and mosquitoes are prevalent.

Modern houses are being built in the neighbourhood of this village, and it is becoming an important residential area.

The Dairy Farm is in close proximity, and the C.V.S., supports our view that the purity of the main milk supply of the Colony is endangered by the presence of this village.

On the above grounds we unhesitatingly recommend the early and complete resumption of Pokfulam village.

HYGIENE INSTRUCTION NECESSARY.

The President moved the adoption of the report and Col. BOYLAN SMITH, in seconding agreed that it was a very useful report. The committee had called attention to the necessity of putting in the local Press warnings against unsanitary practices. He took it that they meant this to be done on educational lines and asked if any steps were taken in the Colony to educate children in elementary sanitation and also whether any steps were taken to educate teachers in hygiene so that they might teach children hygiene.

The President replied that he took the question up a year and a half ago when the whole question was being discussed with the Director of Education and also sent him a large number of Chinese pamphlets which were published in Shanghai by some Board. In sending them he asked if they would be any use in schools and to the best of his recollection the Director considered they would not be of much use to scholars although they might be of use to teachers who could embody the matter in their lessons.

At the same time the vernacular readers which Chinese scholars now used in school were more or less up to date on this subject and had reading lessons which included elementary matter such as mosquitoes.

Col. BOYLAN SMITH said he was struck in Ceylon by the compulsory course in elementary schools on hygiene and the children there had to learn something of the subject. Unless they had some method of compelling them to study the matter and pass a certain standard in the matter it was not much use putting advertisements in front of them.

The President said he would take the matter up again.

MODEL VILLAGE SUGGESTED.

Dr. Tao, commenting on the report, pointed out that the rural districts of the Colony were fast developing into residential areas for modern houses. Many villages would sooner or later have to be resumed and the question of resumption was as they all knew hampered with difficulties of all sorts.

There was the question of compensation and assuming a fair compensation were paid them what would they do for an occupation. Could they at once seek urban life or would they seek another spot and live in the same conditions as before. It would probably be the latter and another insanitary village would spring up.

He suggested that the Government should formulate a scheme whereby a model village could be laid in a large area in the New Territories, where villagers would have every facility and encouragement to continue in their old occupations of rearing pigs, poultry and growing vegetables for the Hongkong markets.

This would be much better than monetary compensation. If the members of the Board were in agreement with him he suggested that the Government be asked to formulate such a scheme so that villagers, when their village was resumed, might be transferred there to live under better and healthier conditions. Perhaps this could be added to the report.

The President then questioned before the Board was how far existing sanitation laws could be applied to villages. He hardly thought it was within the province of the Board to suggest how these villages should be accommodated. He suggested he should forward Dr. Tao's idea to the Government for its consideration.

The report was unanimously adopted. The President promised to bring the question of propaganda, as suggested by Col. Boylan Smith in his proposals, before the next meeting.

ADULTERATED MILK.

Speaking on the question of recent detected cases of adulterated milk the President said there had been five cases but they were really only one case, five bottles being concerned. The person responsible was fined \$100. He was actually found filling the bottles under a tap.

UNEASINESS IN CANTON.

THE ALLEGED PLOT AGAINST CHIANG KAI SHEK.

SEARCH MADE FOR OTHER SUSPECTS.

[FROM OUR CHINESE CORRESPONDENT.]

The arrest of two suspects in Canton, who are alleged to have plotted against the life of General Chiang Kai Shek, which I reported yesterday, has led to a vigorous search for others who are believed to have been in the conspiracy. Known opponents of General Chiang Kai Shek's policy are said to have been subjected to secret vigilance and no little uneasiness is being created as a consequence. General Chiang is keeping his movements most secret.

In addition to the officers at the Post, Telegraph and newspaper offices, the Kuomintang have appointed a special Press Commission to supervise the policy and the activities of the various publications in Canton. This Commission comprises eight members, including Mr. Eugene Chen, former editor of the *Peking Gazette* and the Kuomintang organ the *Min Pao*; H. C. Lee, formerly of the *Nanchang Gazette* and now editor of the *Canton Gazette*; Mr. Wei Yuk, director of the Kuomintang Information Bureau and Prof. Koo Man Yu.

MR. SUN FO.

In Canton the opinion is gradually gaining strength that Mr. Sun Fo, son of the late Dr. Sun Yat Sen, will soon have to follow the example of other Kuomintang leaders and leave the Southern Capital. Recently General Chiang Kai Shek asked Mr. Sun Fo to assist his uncle, Mr. T. V. Soong, Kuomintang Minister of Finance, in raising \$8,000,000 and it is considered by most people that the task is an impossible one in present circumstances.

HUNAN.

The reports from Hunan are as conflicting as ever. A Kuomintang communiqué claims that Changsha, the capital of Hunan, again fell into the hands of pro-Kuomintang forces under General Tang Seng Chi on July 10th. A report from another source, dated the 13th inst., contains no confirmation whatever of the fall of Changsha. It simply states that General Tang's men have been operating along the river with Chuchow as their objective.

TRAFFIC CONGESTED.

Traffic around Canton City has been most congested for some days past. Owing to the rise in the principal waterways, and the strong currents, together with the commandeering of boats and junks for military purposes, ordinary shipments have been considerably delayed. Troops, moreover, have almost monopolised the railway services, especially on the Kwangtung section of the Canton-Hankow line. The cities of Shihing, Kongmoon, and Kaukung are suffering from floods and trade is almost paralysed. There are various reports relating to damage done to dykes.

STUDENTS' HEADQUARTERS.

The Chinese Students' National Union, which professes to represent the interests of students in all parts of China, is to have its head office in Canton instead of in the foreign Settlement at Shanghai where its activities are said to have been frequently checked by the Municipal authorities. Three students from Shanghai have already arrived in Canton to make the necessary arrangements.

PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Souza sold, by order of the mortgagee, leasehold properties situate at Nos. 63A, 70, 70A, and 72, Third Street.

The properties have a total area of 2,888 square feet with an annual Crown rent of \$18.03.

The upset price was \$25,000, with bids of \$200 acceptable. Bids varied from \$200 to \$1,000 for a while, but eventually continued in stages of \$200 until the sum of \$36,800 was reached, at which figure Mr. J. M. Noronha became the purchaser.

THE BANNED SWEEPSTAKE.

POSITION OF SOCIETY OF ST. VINCENT DE PAUL.

STATEMENT BY THE PRESIDENT.

Mr. J. M. Alves, the President of the Society of St. Vincent de Paul, requests us to state that the Society did not ask Mr. Frank Haytor to arrange the Sweepstake on the St. Leger for the Society's benefit.

On June 8th Mr. Haytor wrote to Mr. Alves as follows:

"I have been approached by a number of sportsmen in the Colony to organise a sweepstake on the last of the English classics 'The St. Leger'."

A committee has been formed and it has been suggested that a deserving cause must benefit. One of the committees has stood out for the Society of St. Vincent de Paul. It has been put to the vote and after the proposer explained the good done by the Society it was passed unanimously.

"It has been left to me as secretary to ask you if you will accept ten per cent as a donation to the cause."

This offer, tempting as it might seem to the President of a Charitable Society which can always find a good use for its funds, was not even accepted in its entirety.

Mr. Alves knew that sweepstakes were illegal and in order to broaden the basis of responsibility, as it were, he wrote to Mr. Haytor on June 18th suggesting that the ten per cent. might be divided equally between the Society of St. Vincent de Paul and the Hongkong Benevolent Society. He pointed out that Mr. Haytor would have to confer with Mrs. Hunt, the Secretary of the Benevolent Society and added "if she agrees your syndicate will have the pleasure and satisfaction of helping not only one but two charitable institutions which are doing so much good for the suffering poor of Hongkong."

The Benevolent Society has upon its executive a number of responsible members of the British community and the idea at the back of Mr. Alves' suggestion was that the Benevolent Society would not associate itself with the sweepstake unless satisfied that official sanction had been sought and obtained for its promotion.

There the matter remained as far as the Society of St. Vincent de Paul was concerned and Mr. Alves submits that, in the circumstances, the statement made that the sweepstake was organised "At the request" of the Society is absolutely without foundation.

"MR. HAYTOR" BEFORE THE COURT.

NOMINAL FINE IMPOSED.

At the Kowloon Magistracy yesterday, before Mr. J. H. B. Nihill, a sequel to the banning, by the Police authorities, of a sweepstake organised by a "Mr. Haytor" on the St. Leger, took place. Mr. Ernest Broadberry ("Mr. Haytor"), of No. 18, Chatham Road, Kowloon, being prosecuted on a charge of unlawful possession of 5,570 St. Leger tickets.

The defendant pleaded guilty. Divisional Inspector J. Ogg said that he had been instructed by Mr. T. H. King (Director of the Criminal Intelligence Department) to apply for a week's remand.

When asked if he had any objection to a remand, defendant replied that he would prefer the case being settled that day.

His Worship: I am prepared to pass sentence to-day, but a remand might be in your own interest.

Defendant: Yes, your Worship, but I pleaded guilty and would rather you settled the case now. I organised this sweepstake for these people. I see no object in a remand. I am guilty.

In answer to the Bench, Inspector Ogg said he had no statement to make; there had been quite a lot of correspondence regarding the "sweep," which was being carried on on a large scale. He (Inspector Ogg) had received no instructions as to why a remand was applied for, but he could communicate with Mr. King by telephone for further instructions.

The case was accordingly put over until a reply was received from Police Headquarters.

When the case was again called, Inspector Ogg stated that Mr. King had agreed to the case being settled that day. Mr. King further asked for a conviction to be registered, but made no application for a heavy penalty.

FOR CHARITY.

His Worship (to defendant): I understand that this sweep was organised for charity?

Defendant: Yes, your Worship, 10 per cent was to go to charity. In fact, it was to be organised on their behalf on their request.

His Worship: You have not any letters from them?

Defendant: Yes, your Worship. I have letters from the Secretary of the St. Vincent de Paul Society.

His Worship: Have you got them in Court?

Defendant: No, your Worship. His Worship said he would only impose a nominal fine of \$25.

The tickets were ordered to be confiscated.

AN EXTRAORDINARY POSITION.

THEIR LORDSHIPS ACCEPT BLAME.

QUESTION OF A SOLICITOR'S STATUS.

OLD CASE REHEARD IN APPEAL COURT.

Some months ago Mr. Justice Wood, in the Summary Court, gave judgment for \$400 to a Chinese tenant, who sued his landlord for trespass. His Lordship believed the plaintiff's story, which was to the effect that whilst he was absent on the night of January 15th, representatives of his landlord visited his premises in Queen's Road West, and after destroying some property and taking away articles of clothing, nailed up the door.

Some time later, the landlord appealed for the abrogation of the decision, before the Chief Justice and the Puisne Judge. Apparently, after long deliberation, their Lordships decided upon rehearing the case.

When the case opened in Full Court yesterday, before Sir Henry Gollan (the Chief Justice) and Mr. Justice Wood (the Puisne Judge), Mr. Eldon Potter, K.C. (instructed by Mr. H. C. Macnamara), appeared for the appellant, whilst Mr. D. McCallum represented the respondent.

SOLICITOR DEBARRED.

At the outset of the case Mr. Potter said that he felt it his duty to raise an objection. He did not wish in any way to embarrass Mr. McCallum or their Lordships. The Court was sitting in independent and not summary jurisdiction and Mr. McCallum had no right of audience. He (Mr. Potter) would be lacking in his duty if he did not raise this important point.

Mr. Potter quoted section of the Supreme Court Summary Jurisdiction Ordinance laying particular emphasis on that part of it which stated "the Full Court shall have power on every appeal on questions of fact or questions of law to try the case de novo." The "Full Court" in that section, he claimed, meant a Full Court sitting in Court of Appeal. Their Lordships that morning were sitting in appeal that they were trying the case de novo.

His Lordship commented that "Full Court" did not necessarily mean Appeal Court.

Mr. Potter: I did not say that the Full Court could not sit except in appeal jurisdiction.

Mr. Potter added that this was not an order for a new trial. If it was it would have been possible for either party to demand a jury, to add claims to the writ and do all sorts of other things. As it was, the Court, sitting as a Court of Appeal, were trying the case de novo.

UNTENABLE POSITION.

The point with regard to the right of audience of a solicitor to such a Court was an interesting and entirely novel one, continued Mr. Potter. As far as memory went this Court had never before been open to a solicitor and unless their Lordships sat in Summary Jurisdiction it was impossible for Mr. McCallum to obtain audience.

If they sat in Summary Jurisdiction, to what tribunal would it be possible for either of the parties to appeal? Counsel would have to appear before their Lordships again on the same case. His Honour the Puisne Judge had already heard the Summary Court hearing and the first appeal. The position was untenable; the same, as if a solicitor appeared in a Divisional Court in England, appealing from a County Court decision. Would their Lordships contend for one moment that he would be heard?

LACK OF FUNDS.

"I sympathise with the respondent in that his lack of funds will not permit of his engaging a barrister but the point is such an important one of practice that I felt bound to raise it," said Counsel.

The only case bearing on the point which he had been able to find, he continued, was one by Sir Francis Pigott in conjunction with one other judge whose name was not mentioned. This was the case of *the Court of Appeal*. It would be seen that through-out the case there had been no doubt in the minds of their Lordships in that case, but that they were trying certain points as a Full Court in appeal jurisdiction.

Mr. McCallum said that he would like to make an application for a new trial, but could not do so as he had not given sufficient notice.

HIS LORDSHIP'S REGRETS.

The Chief Justice thought that there was no provision for an application for the retrial of the case. A judge had power to review a case in which he had given judgment, but he had not power to order a retrial. As far as he could see there was no provision in the ordinance for a Full Court to order a new trial. It was a difficult point to overcome. His Lordship intimated that personally he was very sorry that it was so. They were, however, unable to allow Mr. McCallum to appear in the case.

Mr. Potter said he was sorry that he was forced to bring up the point, but he had no alternative.

The Chief Justice, addressing Mr. McCallum, reiterated that the point raised by Mr. Potter was a difficult one to overcome. "I am perfectly willing to take the blame for it," he continued. "I am afraid that I did not read the section of the Ordinance properly."

Continuing, he said that if the plaintiff asked they would go on with the case and take his evidence. On the other hand he might be granted an adjournment. Any delay which had been caused had been due to the suggestions made by himself (the Chief Justice) and the Puisne Judge.

OBJECTION TO ADJOURNMENT.

Mr. Potter objected to an adjournment. He said that the magnitude of damages which had been awarded to plaintiff previously was much less than the costs which the landlord had entailed. The landlord had all along fought the case on the question of principle. The plaintiff had appeared in the Court below, in the Court of Appeal, and now he wanted an adjournment to consider the case. Counsel submitted that his legal advisers should have done, and surely had done that before they came to Court. He could not help feeling that any solicitor could come to Court without having considered the point which he (Counsel) had submitted to their Lordships. He could not seriously contend that he had no time.

Counsel, continuing, asked why his client should have to cover the expense of a further adjournment. Their Lordships did not want any more argument; it was merely a question of fact. It was easy for the Court to get the evidence of the plaintiff and his witnesses, and the evidence of the appellant and his witnesses. Under the exceptional circumstances of the case he felt that there was no ground for an adjournment, unless plaintiff agreed to pay costs. Otherwise it would be very hard on the defendant. Mr. McCallum said that his client was willing to go on with the case if their Lordships refused to grant an adjournment.

"A FALSE CASE"

Mr. Potter: It is absolutely a false case. We never had a cup and saucer out of the house, much less \$400 worth of furniture. We never took the goods at all.

The Chief Justice: It is serious if you say it is a lie from beginning to end.

Mr. Potter: It is definitely so.

The Chief Justice: But the learned Puisne Judge accepted plaintiff's story.

Mr. Potter: That case is gone now.

My case is now a question of fact. It has been a great hardship on the landlord.

The Chief Justice: It has been hard on the plaintiff, too; in fact it has been hard on everybody concerned.

Mr. Potter: I do not want to say anything unkind, but shall we ever get any costs if we win?

The Chief Justice said that the hearing might have been avoided if any intimation had been previously made to the Court.

Mr. Potter again raised the question of costs for the day, if the adjournment was granted.

The Chief Justice said that the costs for the day would merely be a small proportion of the total costs.

Mr. Potter: I felt that the plaintiff should pay for the luxury of adjournment.

The Chief Justice replied to the effect that the plaintiff had come to Court thinking he was entitled to be represented by a solicitor. They had decided that he could only be represented by Counsel, but he did not know before the hearing commenced.

Mr. McCallum suggested that the case be adjourned until the afternoon, when his client would have had an opportunity of considering his position.

In adjourning the case until the afternoon, the Chief Justice remarked to Mr. Potter, "You had better apply for costs against us." (Laughter.)

RESPONDENT WITH NO COUNSEL.

When the hearing was resumed in the afternoon, Mr. McCallum informed their Lordships that the respondent was defending the action in person.

Giving evidence, Chan Fui, the respondent said that he held the tenancy of the ground floor of 376, Queen's Road West, for over seven years.

On the evening of January 12th he went across the harbour, leaving the proceeds in charge of his cook. He returned at midnight, his cook informed him that his landlord's rent collector and two other men had taken away some property and nailed up the door. Witness at this time was in arrears with his rent.

Next day he consulted a solicitor, and when a few days later the premises were again opened, he found that some of his property was missing, and other articles "chopped up" on the floor. Amongst the missing articles were a trunk, containing clothes, an electric fan, and two chickens.

Mr. Potter put it to witness that he himself had removed the property prior to the arrival of the landlord's representatives. Witness denied it.

EXPENSIVE CLOTHES AND CHICKENS.

Mr. Potter: Why should these people have broken up articles which belonged to you? They told my cook that, as I would not pay the rent, they would smash my property.

Counsel drew witness's attention to an item of \$400 on the original writ, stated to be the value of clothes stolen. Witness contended that he had many silk coats amongst the missing clothes. Mr. Potter remarked that witness had apparently an expensive tailor.

Mr. Potter: There is another item for \$15 for a mahjong set. I did not lose a mahjong set. I lost two chickens, and it must have been a clerical error.

Mr. Potter: There is no mention of chickens here, nor even a rooster. Fifteen dollars for two chickens? Your poultry is a very expensive. (Laughter.)

Chan Fui, respondent's cook spoke of the visit of the landlord's representatives on the night of January 12th, and how they took away some of the property, and destroyed other articles.

A cigarette vendor who was a sub-tenant of the respondent also gave corroborative evidence.

This closed respondent's case, and the hearing was adjourned until this morning.

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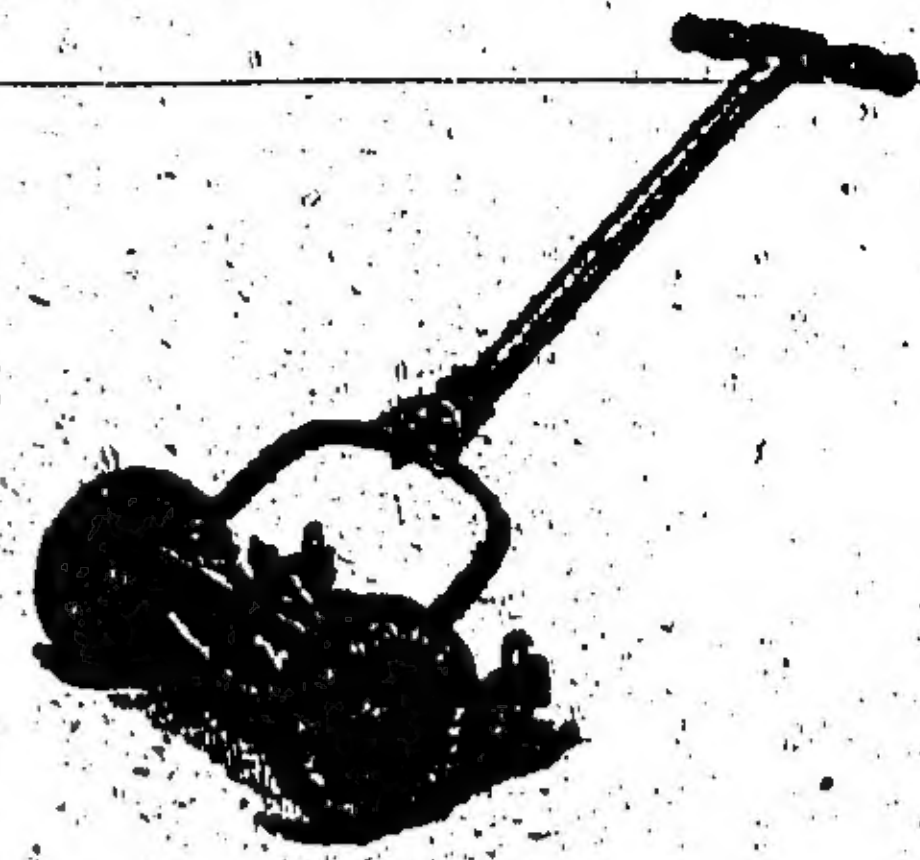
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"ANGLO PARIS" MOWER
IS THE BEST LIGHT
SIDE WHEEL MACHINE
MADE.

The Cylinder is fitted with
Six Steel Blades.



12-ins.	14-ins.	16-ins.	18-ins.	Complete with Grass Box.
\$70	\$80	\$90	\$100	

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An Independent Chinese Morning Paper,

Established 54 Years.

TSUN WAN YAT PO.

The largest circulation of any newspaper
in Hongkong and South China.

A page for advertisements of British goods is
issued monthly at a special reduced rate.

Advertising rates and full information about this
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[A.P.B.]

[108]

COLUMBIA NEW-PROCESS RECORDS

"MEANDERINGS OF MONTY."

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|------|-----------------------------|
| 3475 | MONTY AT WEMBLEY |
| | MONTY ON ADVERTISING |
| 3726 | MONTY ON FASHIONS |
| | MONTY ON BURGLARS |
| 3901 | MONTY ON BANANAS |
| | MONTY MEANDERS THRO' 'ADDS' |
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| | YOU KNOW WHAT I MEAN |

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CITY HALL.

JULY 19th, and 21st.

BRICK MORSE'S

CALIFORNIA COLLEGIANS

The World's Greatest College Entertainers.

10 piece Jazz Orchestra
Male Chorus of 20 Voices
Instrumental and Vocal Soloists
Snappy Novelty Acts. Clever Comedy Artists.

Booking now open at Moutrie's. Prices—\$3, \$2 & \$1.

[3740]

NEW ADVERTISEMENTS.

HONGKONG PHILHARMONIC SOCIETY.

PRELIMINARY VOCAL REHEARSALS of "THE PIRATES OF PENZANCE" will be held at the CATHEDRAL HALL on MONDAY NEXT and the following MONDAY, JULY 19th and 20th at 5.30 p.m. Members of the Society and Others interested are invited to Attend.

H. J. BEST,
Hon. Secretary.
Hongkong, July 14th, 1926. [3775]

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that AN INTERIM DIVIDEND of 25 Per Share, subject to Deduction of Income Tax, has been Declared for the HALF YEAR Ending 30th June 1926, at Rate of 2 1/2 Per Dollar. The 1st dividend will be Payable on and after MONDAY, the 9th AUGUST, 1926, at the Office of the Corporation, where Shareholders are requested to apply for Warrants. The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 27th JULY, to SATURDAY, the 7th AUGUST, 1926 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. H. BARLOW,
Chief Manager.
Hongkong, 13th July, 1926. [3777]

RUSSIAN LADY, 31, desires Position immediately as **NURSERY GOVERNESS** to Young Children, has Ten Years' Experience. Speaks French, German and a Little English - Apply **KARMILOFF**, MATILDA HOSPITAL. [3776]

NOTICE.

ASSURANCE FRANCO-ASIATIQUE, L'URBAINE FIRE INSURANCE CO., LIMITED.

WE HAVE THIS DAY RELINQUISHED the FIRE AGENCIES of the above-mentioned Companies. Dated the 12th day of July, 1926.

KELLER, KERN & CO.

WE HAVE THIS DAY ABOLISHED BRANCH OFFICES on the First Floor of CHINA BUILDINGS and are Prepared to Accept FIRE and MOTOR CAR RISKS at Current Rates.

Messrs. UNION TRADING CO., LTD., continue to act as MARINE INSURANCE AGENTS for the ASSURANCE FRANCO-ASIATIQUE.

ASSURANCE FRANCO-ASIATIQUE, L'URBAINE FIRE INSURANCE CO., LIMITED.

C. G. ANDERSON,
Branch Manager.
Dated the 12th day of July, 1926. [3768]

PUBLIC AUCTION

ON SUNDAY, JULY 18th, 1926, AT 3 P.M. START.

4 BLOCKS OF HOUSES, No. 1A, No. 1B, No. 3 AND No. 5, HUI S. ROAD.

The First Two Blocks have Verandah and the Reserve Price is \$4,500 each. The Other Two are Without Verandah and the Reserve Price is \$4,200 each.

R. S. TILES,
Director.

The Oriental Auction,
Macao, 9th of July, 1926. [3767]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR OCEAN ISLAND AND APIA (SAMOA).

THE Steamer "HAICHING" will be Despatched for the above Ports (and Return) on or about TUESDAY, the 20th INSTANT.

The Return Voyage will occupy about 45 to 50 days. A Limited Number of First and Second Class Passengers can be taken. For Passage, Apply to—

DOUGLAS LARBAIK & Co.,
General Managers.

DOUGLAS STEAMSHIP CO., LTD.
[3761]

HONGKONG & KOWLOON TAXICAB CO., LTD.

THE THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, 35, DES VOGES ROAD CENTRAL, on TUESDAY, the 20th of JULY, 1926, at 12 Noon, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the Year ended 30th APRIL 1926.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th of JULY, 1926, to TUESDAY, the 20th of JULY, 1926, both days inclusive.

By Order of the Board of Directors,
H. B. ROWE,
Managing Director.
[3764]

TENANCY Available at the "AN CHORAGE" 9, MAGAZINE GAP ROAD, Near MAY ROAD STATION. Moderate Rental. Detached House, Bright and Airy, in Splendid Location, having Excellent Views of Harbour. Exceedingly Well Furnished with Hot and Cold Water, Well Fitted Bathrooms, with Flush System. Laundry well equipped with Tiled Washing Tanks. Vegetable Garden. Two Telephone. HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. 4550.

INTIMATIONS.

G. R.

NOTICE.

WRITTEN Applications are invited for the Post of **BOARDING OFFICER**, HARBOUR DEPARTMENT.

Successful Applicants will be Required to Act as MASTER of "KAU SING" in addition to his other Duties.

Applicants should be of British Nationality and must hold a Board of Trade Certificate of Competency as Master. They should not be more than 35 years of age.

Salary will be 2350 rising to 2450 Per Annum by increments of 100 Annually paid in Dollars according to Scale laid down in the Government General Orders.

Free Quarters and Uniform will be provided.

Applications to be Addressed to THE HARBOUR MASTER, Hongkong, enclosing References. [3718]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTY

Situate at VICTORIA in the Colony of Hongkong and registered at the Land Office as THE REMAINING PORTION OF INLAND LOT No. 173 with the Premises thereon known as No. 17, GRAHAM STREET.

ON WEDNESDAY, THE 14th JULY, 1926, AT 3 P.M.

BY MESSRS. LAMBERT BROTHERS, Auctioneers.

THEIR SALEROOMS, No. 8A, DUNDRELL STREET, VICTORIA, HONGKONG.

For further Particulars and Conditions of Sale, Apply to—

Messrs. WOO AND NASH, Mortgagee's Solicitors,

Nos. 4 and 6, Queen's Road Central,

OR TO—

Messrs. LAMBERT BROTHERS, Auctioneers,

No. 8A, Dundrell Street.

Dated the 30th June, 1926. [3752]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of 28 for the Small Size and 312 for the Large Size. Please Apply to The CASHIER. [3472]

MESSRS. KOMOR & KOMOR,

ART & CURIO EXPERTS.

TEMPORARILY REMOVED

TO ST GEORGE'S BUILDING,

CHATEAU ROAD, 2ND FLOOR—LIFT.

All are Cordially Invited to View our FINE COLLECTION. [118]

LOST.

SHARE WARRANT (No. E. 999) with its 7 DIVIDEND COUPONS of THE CHEW HSIN CEMENT COMPANY, LTD., WAS LOST at Peking, and has been Rendered Null and Void. The Public is hereby Advised Not to Negotiate the Same. [3702]

NIEH CHIE HSUN.

TO LET

OFFICES in King's, YORK, QUEEN'S BUILDINGS and ICE HOUSE STREET, also SHOP in CENTRAL DISTRICT—Apply HONGKONG LAND INVESTMENT & AGENCY CO., LTD., 11, Queen's Road Central. [3766]

TO LET—GODOWN, No. 150, PRATA EAST. Possession from 1st SEPTEMBER, 1926.—Apply—GANDE, PRICE & Co., LTD. [3743]

TO LET.

A 4-Roomed FLAT in HUMPHREYS BUILDING. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. [3736]

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FOLKESTONE—Best Position, Comfortable Furnished Third Floor FLAT (No. 14)—TO LET NOVEMBER TO MARCH—Three Bedrooms, Two Sitting Rooms, Bath Room, Kitchen, etc. 34 Guinea Per Week. Trustworthy Maid (Good Plain Cook) Can be Left if Required. Write Box 3722, c/o Hongkong Daily Press Office. [3723]

TO LET—KING EDWARD HOTEL BUILDING. For Particulars, Apply to the CHINA LAND & INVESTMENT CO., LTD., BANK OF CANTON BUILDING. [3673]

THREE Ground Floor FLATS, 15, 17 and 19, CAMERON ROAD, near KINGSCLERE, Kowloon, Three Rooms, Modern Bath, Flush System, Moderate Rental—Apply HONGKONG SMALL INVESTORS SHARE & REAL ESTATE CO. TEL. C. 4630. [369]

INTIMATIONS.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTIES

Situate at HOK UN, Kowloon and VICTORIA, in the Colony of Hongkong and known as—

1.—THE REMAINING PORTION OF INLAND LOT No. 1245 together with No. 3, SEAVIEW STREET. Annual Crown Rent \$5 12.

Area: 12,126 square feet.

2.—SECTION G OF INLAND LOT No. 1968 together with No. 3, TAI ON TERRACE. Annual Crown Rent \$14.50. Area: 904.20 square feet.

3a.—SECTION F OF INLAND LOT No. 370 together with Nos. 2 and 3, CIRCULAR PATHWAY and Nos. 9 and 10, TAI ON LANE. Annual Crown Rent \$1.04. Area: 1,241 square feet.

3b.—SECTION G OF INLAND LOT No. 370 together with No. 5, CIRCULAR PATHWAY and No. 7, TAI ON LANE. Annual Crown Rent \$0.53. Area: 639 square feet.

3c.—SUBSECTION No. 2 of SECTION C OF INLAND LOT No. 9A together with No. 10, CIRCULAR PATHWAY and No. 2, TAI ON LANE. Annual Crown Rent \$7.37. Area: 1,256 square feet.

3d.—THE REMAINING PORTION OF SECTION C OF INLAND LOT No. 9A and SUBSECTION No. 1 of SECTION A OF INLAND LOT No. 9A together with No. 4, TAI ON LANE and No. 8, CIRCULAR PATHWAY. Annual Crown Rent \$4.00 and \$0.01. Area: 704 square feet and 19.5 square feet.

3e.—SUBSECTION 2 of SECTION A OF INLAND LOT No. 9A and SECTION I of INLAND LOT No. 370 together with No. 4, TAI ON LANE and No. 8, CIRCULAR PATHWAY. Annual Crown Rent \$4.00 and \$0.01. Area: 704 square feet and 19.5 square feet.

3f.—SUBSECTIONS 3 AND 4 of SECTION A OF INLAND LOT No. 9A and SECTION E OF INLAND LOT No. 370 together with No. 5, TAI ON LANE and No. 7, CIRCULAR PATHWAY. Annual Crown Rent \$3.02, \$0.25 and \$0.52. Area: 8.5 square feet, 143.75 square feet and 627 square feet.

4.—SUBSECTION No. 1 of SECTION A OF KOWLOON INLAND LOT No. 1463 together with No. 174, KOWLOON CITY ROAD. Annual Crown Rent: about \$5.30. Area: 750 square feet.

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PUBLIC AUCTION

IN 9 LOTS,

TUESDAY, THE 20th DAY OF JULY, 1926, AT 3 O'CLOCK P.M.

AT THE CHINA AUCTION ROOMS,

4, DUNDRELL STREET, VICTORIA, HONGKONG.

BY MR. E. V. M. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES & MASTER, Mortgagee's Solicitors,

Princes Building, Hongkong.

OR TO

MR. E. V. M. DE SOUSA, The Auctioneer.

Hongkong, the 9th day of July, 1926. [3762]

PUBLIC AUCTION

IN 9 LOTS,

TUESDAY, THE 20th DAY OF JULY, 1926, AT 3 O'CLOCK P.M.

AT THE CHINA AUCTION ROOMS,

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Princes Building, Hongkong.

OR TO

MR. E. V. M. DE SOUSA, The Auctioneer.

Hongkong, the 9th day of July, 1926. [3762]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SAIGON, SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mail, will be despatched from this Port at 10 on SATURDAY, the 17th JULY, 1926, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until 5 P.M. the day before Sailing. The Contents and Value of all Packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 13th July, 1926. [3771]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1925.

With Index Price—\$7.50.

On sale at the Hongkong Daily Press Office.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report of the

NEWS OF THE FAR EAST

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INTIMATIONS.

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DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whiskey.

IN QUARTS, PINTS AND SPLITS.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE.

It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

delicious flavour.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841. [50]

Hongkong Office: 11, Charter Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 14th, 1926.

ELECTRICITY IN CHINA.

About thirteen years ago a bold policy of expansion of our local electricity supply system was advocated in the columns of the Daily Press. There was a great flutter in official dovecotes at the time, but as a result of investigations made by Sir HENRY MAY and others interested, the policy first advocated in this journal was carried out. An entirely new generating station, with up-to-date machinery, was designed by experts in London. Various technical changes were made. If the new scheme had been carried out earlier it would have been perhaps less expensive, but even as it was, shareholders, as is well known locally, have nothing at which they can now legitimately grumble.

In those days which now seem so long ago—the war and strikes and other unexpected events make us think of the pre-1914 days as very far distant—we were convinced that there would be a rapidly growing demand for electricity in China. The main factor in bringing us to that conclusion was a visit to Shanghai. The progress being made in the development of the use of electric light and power in the Municipality was even in those days amazing, and that progress has been continued ever since. Some of the credit should be given to Mr. T. H. U. ALDRIDGE, the engineering chief and manager, but no man, however gifted, can cause people to buy electricity if they have no use for it. In many ways the Shanghai engineer-in-chief has been fortunate. The flowing tide was with

him, but he has put his back into the job for all that and has not simply drifted with the stream.

The coal used in Shanghai has to be carried 1,000 miles while the machinery had to be freighted out from England.

Yet the consumer in Shanghai pays a flat rate for lighting of slightly less than four pence per unit. For heating, cooking and domestic utility work the rate is 1.08d. per unit. We should be glad to have fans and electric heating in this Colony at the same rate. Nothing but

praise should be given to the general management of our local electricity supply companies for the enterprise they have shown in recent years, but we would venture to remind them of the sound business axiom that the lower the price of any commodity the greater is the demand.

We give below certain figures which show the enormous demand for electricity that now obtains in Shanghai. When we grow pessimistic about progress in China we will look up these figures. They are of more consequence than any information concerning the fights of the War Lords. What has happened in Shanghai will also happen in Canton. It is inevitable. If only the War Lords and the politicians in China, instead of carrying destruction through the land, would set about developing the natural resources of the country they would gain wealth beyond their wildest dreams.

The table annexed, shows the output of electricity at Shanghai as compared with leading British installations:

Year. Undertaking. Units sold.

1925 Shanghai 234,343,908

" Manchester 257,252,920

" Birmingham 183,870,748

" Glasgow 179,232,198

" Liverpool 154,782,327

" Sheffield 154,464,320

These figures are eloquent. Advance electricity in China. Light is needed.

In connection with the piece goods contract dispute, it is learned that the proprietors of the local firms intend to mediate for a settlement.

Monday was the hottest day experienced here this year. At 3.40 p.m. the thermometer at the Royal Observatory, Kowloon, registered 88.5 degrees Fahrenheit.

A bullock, which was being led by a woman charged into a motor-car driven by a Chinese on the Castle Peak Road on Sunday. The animal was injured in the right leg.

At the Central Magistracy yesterday, a Chinese shroff, employed at the Tai Lee Stores, Leetung Street, Wanchai, was sentenced to three months' hard labour for embezzling a sum of \$804.

The Philharmonic Society is holding rehearsals for the coming production of "The Pirates of Penzance." These start on Monday, at 5.30 p.m. in the Cathedral Hall, and members of the Society and others interested are asked to be present.

The huge banyan tree in Queen's Road Central, at the junction with Ice House Street has been cut down. It had long been an obstacle to traffic, and its departure may mean the opening up of another avenue for motors, to relieve congestion on Garden Road.

Mrs. Leo d'Almada, wife of the local solicitor, prosecuted a Chinese, before Mr. J. H. B. Nibill at the Kowloon Magistracy yesterday morning, for stealing a raincoat, which was being dried on the verandah at No. 10, Humphreys Avenue. Defendant pleaded guilty and was sentenced to one month's hard labour.

Mr. William George Jarvis, of the Chinese Maritime Customs, was married to Miss Mary Rotha, of Kingstown, Ireland, at St. Joseph's Church, Garden Road, on Saturday. The Rev. Father Augustin Plonka, rector of the Church officiated. The bridegroom is stationed in the Kowloon district of the Customs service.

Mr. Ching Yim Chow, the noted Chinese actor, on Monday, through the introduction of Mr. Ho Kwong, called upon H.E. the Governor, the Secretary for Chinese Affairs and the Captain Superintendent of Police, all of whom showed quite a great deal of interest in the conversation of the actor concerning Chinese classical plays.

On Monday afternoon, an hour before the B.I. steamer Santhia sailed for Singapore, Detective Sergeant Tyler and Sergeant Meadows with a party of police discovered, during a search of the vessel, 150 ounces of cocaine. The cocaine was contained in six tins, which were found concealed amongst the cargo in the 'tween decks. No arrests were made. The Santhia arrived in port during the weekend from Japan and Amoy. The police believe that the drug was brought from Japan.

Home and European mail via Siberia, arrived by the R.M.S. Empress of Russia yesterday afternoon. There were only ten bags from the United Kingdom. The remainder of the mail, which was fairly large, was from Canada, U.S.A., Japan and Shanghai. To-morrow the S.S. Sibiria is due with letters from Home (London, June 17th) via Negapatam.

Friday next will be an "Open Day" at the Victoria British School. Parents and friends of pupils have been invited to attend at 11.15 a.m., when they will have an opportunity of seeing work done by the children during the term. As it is deemed inadvisable to give a lengthy programme at this time of the year, the pupils will give a few rhythmic dances only.

To-day being the French National Day, the Consul for France in Hongkong (Mons. Dufaur de la Prade) will be "At Home" at his residence, No. 13 Peak Road, from 11.30 a.m. to 1 p.m., to the members of the French community, officials, foreign colleagues and other friends. The Consulate Office of the Consulate will be closed during the whole of to-day.

The wedding took place on the 3rd inst., very quietly, at St. Luke's, Teluk Anson, the Rev. Graham White officiating. Of Richard Green, M.B., B.S., of the Institute for Medical Research, Kuala Lumpur, to Florence Boddington, of the Malay Mail staff, widow of the late Rev. Vincent Coke Boddington, B.A., A.C.F. The bride was given away by Mr. S. H. Langston.

A hawker living at No. 13, Lower Rutter Street, was charged before Mr. R. E. Lindsay, at the Central Police Court yesterday, with causing grievous bodily harm to three fellow-lodgers. One of the injured was stated to be in a very serious condition through having boiling liquid thrown over him, and is not expected to recover. The Magistrate granted a week's remand.

THE THIRD TEST.

MACAULAY HITS OUT FOR ENGLAND.

YESTERDAY'S PLAY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 12th.

Hobbs and Sutcliffe went to the wicket to open England's innings in hot sunshine at Leeds to-day, before a crowd of thirty thousand, in which many persons could be seen without coats.

The first 50 was hoisted after seventy minutes careful batting, but Sutcliffe was out to a poor stroke nine runs later. (50 for 1).

Woolley joined Hobbs, and some good cricket was seen. The hundred went up after 175 minutes, but four runs later Hobbs tried to hook the ball and was caught by Andrews off the edge of his bat. (104 for 2).

DOUBLE DISASTER.

Hendren was caught in almost similar manner before he had scored, and Woolley met with disaster shortly afterwards.

At the ten intervals, the score stood at 112 for 4. A. V. Carr being not out 6, and Arthur Chapman being not out 2.

When the score stood at 131, Macartney beat Chapman with a smart break back, and nine runs later, Carr was out leg before. (140 for 6).

KILNER'S COURAGEOUS HITTING.

Tate and Roy Kilner in partnership added 35 runs for the seventh wicket before the former was smartly stumped, but Kilner batted courageously for 55 minutes before he was caught on the leg boundary after scoring 35. Geary and Macaulay played out time, the latter hitting out and scoring eighteen.

At the close of play, England were 291 behind with two wicket to fall, and were in serious danger of being forced to follow on to-morrow.

HEROIC PARTNERSHIP.

LONDON, July 13th.

There was a heroic partnership to-day between Geary and Macaulay. At 12-35 Geary had scored 33 and Macaulay 73, the score then being 287 for eight wickets.

There were 10,000 spectators at Leeds to-day, the weather being sweltering and the wicket the worse for wear. A Yorkshire crowd showed the wildest enthusiasm regarding the struggle.

Bardsley made six bowling changes in 45 minutes, but this did not affect the scoring. When Macaulay was put out the score then stood at 290 for 8. He mistimed, giving an easy catch after two hours brilliant play. He received a cyclonic ovation.

England were all out at 12-50.

The full scores are:

Australia—1st Innings.

Bardsley, c Sutcliffe, b Tate 0
Woodfull, b Tate 141
Macartney, c Hendren, b Macaulay 151
Richardson, run out 100
Taylor, c Strudwick, b Geary 4
Gregory, c Geary, b Kilner 28
Ryder, b Tate 42
Oldfield, b.w., b Tate 14
Grimmett, c Sutcliffe, b Geary 1
Mailey, not out 1
Extras 10

Total 494

Bowling.

Tate took 4 for 98, Macaulay 1 for 123, Kilner 2 for 105, Geary 2 for 130, and Woolley 0 for 98.

England—1st Innings.

Hobbs, c Andrews, b Mailey 49
Sutcliffe, c and b Grimmett 26
Woolley, run out 27
Hendren, c Andrews, b Mailey 13
A. V. Carr, b.w., b Macartney 15
A. P. E. Chapman, b Macartney 15
Kilner, c Ryder, b Grimmett 38
Tate, c Oldfield, b Grimmett 35
Geary, not out 5
Macaulay, c and b Grimmett 78
Strudwick, c Gregory, b Grimmett 11
Extras 11

Total 294

Bowling.

Gregory took no wicket for 37, Macartney 2 for 51, Grimmett 5 for 83, Richardson 0 for 44, and Mailey 2 for 83.

GLAMORGAN AGAIN VICTORIOUS.

LONDON, July 12th.

Glamorgan added to their astonishing success this season by defeating Worcester in two days at Dudley by an innings and eighty-eight runs.

Once again Bell, the Yorkshire-born player, was to the fore. He hit 225 in glorious fashion. This player has played no small part in the upward trend of the Welsh county, indeed his personal success has been one of the sensations of the current season, his first in first-class cricket.

Glamorgan again victorious.

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(Continued on next column.)

ROYALTY IN PARIS.

AFGHAN CROWN-PRINCE AND SULTAN OF MOROCCO.

[THROUGH HAVAS AGENCY.]

Paris, July 13th.

All the papers emphasize the loud cheering with which the Parisian crowd greeted the Sultan of Morocco.

The Crown Prince of Afghanistan, who is a collegian at Paris, is departing to Kabul for his holidays.

[THROUGH REUTER'S AGENCY.]

MOTOR TONNAGE.

LLOYD'S SHIPBUILDING RETURNS.

LONDON, July 13th.

The outstanding feature of Lloyd's shipbuilding returns for the past three months shows a remarkable development in motor tonnage, which on the basis of world returns is now 84 per cent. of steam tonnage under construction in proportion.

In Britain it is 53.9 per cent., but in Denmark, Holland, Italy, Japan and Sweden motor tonnage construction far exceeds the steam, their combined totals being 426,241 and 129,330, respectively.

EMPIRE UNIVERSITIES.

CONGRESS OPENS IN LONDON.

LONDON, July 12th.

Mr. Amery presided at the inaugural Government luncheon given to delegates to the Congress of Universities in the Empire. Among the 180 guests were representatives of Universities and professors from Canada, Australia, South Africa, India, and Hongkong, and the High Commissioners.

Mr. Amery said the Conference could do invaluable work in promoting unity in University life throughout the Empire by an interchange of students, teachers and ideas.

Sir Matthew Nathan, replying, said the demand for higher knowledge was never so great as to-day. The demand was reaching phenomenal proportions in the United States but it was noteworthy that there were now 43,000 University students in Britain, which was double the pre-war figure. A large proportion of them were Scots.

HOME BOXING.

TOMMY MILLIGAN WINS MIDDLE-WEIGHT CHAMPIONSHIP.

LONDON, July 12th.

Tommy Milligan (Hamilton) and George West (London) met at Holland Park Hall to-night in a twenty rounds contest for the middleweight championship of Great Britain.

The contestants weighed in this afternoon and both were well under the stipulated weight.

THE FIGHT.

Tommy Milligan won the championship in the fourteenth round of a gruelling contest, the referee interposing in his favour.

West opened well. He shook Milligan heavily with a right to the jaw early in the first round, the Scotsman recovered and began to show a marked superiority, getting in good lefts and several telling hooks and uppercuts. In some rounds Milligan drove the Londoner all round the ring showering punches, but his opponent was game and most tough, and Milligan could not knock him out. The referee intervened in the fourteenth round when Milligan had forced his man into a corner, and West was taking heavy punishment.

In his last four innings he has scored: 54, 72, not out, 53 and 225.

Worcester won the toss and batted first at Dudley, but the whole side was dismissed for 88 runs. Glamorgan gained a lead of 372, and despite a fine innings by M. K. Foster, Worcester failed by 88.

The scores were:—
Worcester: 88 and 284.
Glamorgan: 470 (for 6 wks. dec.)

Mercer took seven wickets for 4 runs in Worcester's first innings, and Bates who came on late disposed of three men at a cost of only 4 runs.

It was soon evident that Glamorgan would put up a big score. They hit the Worcester bowling, minus Root, with freedom. Bell scored 225, the highest score of his career before being defeated. T. Arnott reached 87 and then lost his wicket, and a good score was put up by another amateur Mr. J. Turnbull, who compiled 71.

Mercer was again in good form when Worcester batted again and though M. K. Foster hit 82, he took six wickets for 58 runs, giving him an aggregate for the match of 18 wickets for 98 runs.

EXPORT CREDITS.

GOVERNMENT'S NEW SCHEME COMES INTO OPERATION.

[THROUGH REUTER'S AGENCY.]

LONDON, July 12th.

The Government's new export credits guarantee scheme came into operation to-day and henceforth the Department of Overseas Trade will be responsible for the administration of the scheme, and will be known as the Export Credits Guarantee Department.

Mr. A. M. Samuel, in explaining to pressmen the conditions of the scheme, said that its main object was to increase export trade and reduce unemployment. Six out of the twenty-six millions of money available under the Export Credits Act was in use under the original scheme, and twenty millions remained fluid for the new scheme. The Government did not want to insure exporters risks, but wanted to let the insurance companies see that business could be done. The Government scheme would be terminated at the end of three years when it would have secured enough experience and averages to enable insurance companies to take over the business.

Asked the reason for the exclusion of Russia from the scheme, Mr. Samuel replied that it was in accordance with the Government's policy which it was impossible for him to vary.

[BRITISH WIRELESS SERVICE.]

FURTHER DETAILS.

RUSSIA, July 12th.

Mr. Samuel, Parliamentary Secretary of the Department of Overseas Trade, gave to-day some further particulars about the new scheme approved by the Cabinet for insuring British firms when sending goods abroad against bad debts. The principal provision of the scheme is that by which the Government will guarantee the British exporter 75 per cent. of the amount of credit granted to a buyer in a foreign country. Guarantees will not be given for shipments to Russia. For India, Ceylon, the Straits Settlements and China they will be granted only for such goods, for which long credits are ordinarily required, such as bridges and other engineering works. The premium will vary according to circumstances. Applications for these guarantees will come before the Statutory Advisory Committee. Its Chairman is Colonel the Honourable Sidney Peel, and other members hold prominent positions in banking, finance, insurance or industry, and they, together, represent a large amount of technical and special knowledge of export trading conditions.

[THROUGH REUTER'S AGENCY.]

FRENCH DEBT TO BRITAIN.

AGREEMENT QUICKLY REACHED IN LONDON.

LONDON, July 12th.

The visit of M. Caillaux to London is the subject of most optimistic forecasts by the Paris press of the success he is about to obtain in negotiating a settlement of the French Debt, including the return to the Bank of France of the gold deposited in London as security, and the grant of generous credits such as will enable France to obtain concessions from the United States.

LATER.

M. Caillaux arrived at Croydon this morning, this being his first aeroplane flight. Interviewed by Reuter, as regards the debt negotiations, he said: "There is always hope; one must always keep hopeful."

AGREEMENT REACHED.

An official announcement states that Mr. Churchill and M. Caillaux signed a definite funding agreement, the text of which will be issued to-morrow.

M. Caillaux, interviewed by Reuter, declared that he was as pleased with the result of the visit as could be expected when one had signed something not very agreeable. He hoped the agreement would favourably react on the franc, but—shrugging his shoulders—"I am no master of events."

On a complete debt agreement being reached by M. Caillaux and Mr. Churchill, the French franc on London closed at 197 and the Belgian franc at 226.50.

[BRITISH WIRELESS SERVICE.]

QUICK WORK.

RUSSIA, July 12th.

It is officially stated by the Treasury that M. Caillaux reached a complete agreement with Mr. Churchill to-day on outstanding points in connection with the funding of the French War Debt to Great Britain, and a definite funding agreement was signed by the two Ministers on behalf of their respective Governments. The text of the Agreement will be published on Tuesday evening. A settlement has thus been rapidly achieved. M. Caillaux only landed at the Croydon Aerodrome at one o'clock this afternoon and the Agreement was announced at seven o'clock this evening.

A LABOUR ATTACK.

QUESTION OF CABINET MINISTERS' PRIVATE INTERESTS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 12th.

In the House of Commons, following recent Opposition enquiries into the private interests of certain Ministers, Mr. Arthur Henderson, on behalf of the Opposition, moved, requesting the appointment of a Select Committee to consider how far a Minister may be associated with a public or private Company or with any Company having contractual relations with the Government.

He referred to Mr. Neville Chamberlain's retention of a Directorship in Hoskins company, in which he held 2,385 out of a total of 5,000 shares, and said that Hoskins received seven Government contracts last year compared with only one during the Labourite regime in 1924. He also alluded to Elliotts Metal Company, in which Mr. Neville Chamberlain had a controlling interest, though Elliotts was a public company.

Mr. Henderson acknowledged that Mr. Neville Chamberlain had resigned the directorship of Elliotts upon taking office, but, nevertheless, contended that the position was unsatisfactory and anomalous, and required thorough examination.

MR. BALDWIN'S REPLY.

The Premier, Mr. Stanley Baldwin, replying, did not object to an enquiry, but, in view of the attacks upon Mr. Chamberlain he would at present not support the demand for an enquiry, but would support Lord Hugh Cecil's amendment to be moved later.

The Premier recalled the condition laid down by the late Sir Henry Campbell-Bannerman requiring Ministers to resign directorships. There were a few exceptions, including directorships of private companies. He pointed out that Mr. Neville Chamberlain had held office in the same circumstances under Mr. Lloyd George, and Mr. Bonar Law as himself without any question arising. He was convinced that when cases of conflict between private interests and public duty arose, whether concerning Ministers or members of the public, duty won in 99 cases out of 100. (Cheers.)

The Premier said the only thing to do was to lend one's money to the Soviet Government, and while a Prime Minister was forming a Cabinet he should advertise for foundlings with no relations and penniless—(Laughter.)

Sir D. Hogg in winding up the debate, said that Mr. Neville Chamberlain told both Mr. Bonar Law and Mr. Baldwin that Government contracts for the past four years formed only two per cent. of the business of the Company of which Mr. Neville Chamberlain was a director.

AMENDMENT CARRIED.

Lord Hugh Cecil moved an amendment expressing willingness, on a suitable occasion, to review the present rules and practices which present Ministers had always strictly observed, but declining to enter upon the task as a concession to an organised campaign of unjustifiable calumny and insinuation.

The amendment was carried by 341 votes to 95 amid very loud Ministerial cheers.

THE COAL STRIKE.

MINERS DETERMINED: SAFETY MEN TO BE WITHDRAWN.

LONDON, July 12th.

Resolutions rejecting the latest coal-owners' proposal and asking for the permission of the National Federation to withdraw all safety men from the pits, were passed at a meeting of the Forest of Dean miners, who decided to surround all pits with a view to persuading the safety men to return to their homes.

Pits in the Leigh district of Lancashire were re-opened this morning, but the 14,000 miners did not respond.

Various branch meetings of miners have passed resolutions that they will act only on the Miners' Federation instructions.

A FEW WARWICKSHIRE MEN RESUME.

LONDON, July 13th.

Coalmines throughout the whole of the country were re-opened yesterday morning on the owners' new terms, but Warwickshire was the only district where the men resumed: 2,300 including 1,300 safety men, were working in Warwickshire yesterday, an increase of 500 since last week.

[BRITISH WIRELESS SERVICE.]

TRADE RETURNS.

REFLECT EFFECT OF COAL STOPPAGE.

RUSSIA, July 11th.

The Board of Trade returns for June reflect the effect which the coal stoppage has had upon trade.

Exports amounted in value to 50 millions sterling, being 84 millions less than in June last year.

Imports amounted to 57½ millions, being nearly 12½ millions less than those for June, 1925.

For the six months ended June 30th, exports amounted to 238 millions sterling, showing a decrease of 44 millions compared with the same period last year; and imports totalled 602½ millions, showing a decrease of 75 millions.

It is noteworthy that exports and imports for June both show increase as compared with the month of May, in the first fortnight of which there was a general strike as well as the coal stoppage. Exports increased by four millions and imports by 16 millions.

THE AMERICAN DISASTER.

ANOTHER MAGAZINE EXPLODES.

DAMAGE ESTIMATED AT \$100,000,000.

[REUTER'S AMERICAN SERVICE.]

DOVER (N.J.), July 12th.

The area round the naval arsenal where the explosion occurred resembles a battlefield with shell holes thirty feet deep.

The demolished buildings are hidden in a pall of smoke and the rescuers were unable for some time to search for bodies, owing to exploding shells whistling past, shrapnel bursting and the acrid smell of powder filling the air.

It is believed that there are 15 to 20 magazines still intact.

The casualties are 10 dead, 29 missing and 200 injured; whilst the damage is estimated at a hundred million dollars.

The depot extends over five hundred acres and over two hundred buildings have been demolished.

TOWNS ESCAPE.

The initial explosion was so sudden that no precautions for safety could be taken. Fortunately, the shells were stacked on their bases and thus shot up straight in the air; otherwise, surrounding towns would probably have been blown to bits by direct shell fire.

The explosions continued to-day at the rate of 15 to 20 per hour. Fourteen aerial bombs and a store of 75 millimeter shells have not yet exploded. There is a fear that these may alight some T.N.T. magazines and an army arsenal, and this is preventing troops from entering the area.

SHELL-SHOCK CASES.

There are many cases of shell-shock over an area of ten square miles around the wrecked arsenal, where the havoc is evidenced by demolished houses and blasted roads.

People otherwise unharmed have been found wandering in a state of mental incoherence. There was a serious shortage of anti-toxin till the president of a chemical company motored full speed to New York and collected four hundred tubes of the precious antidote, with which, preceded by a police escort on motor cycles, he rushed top speed to the hospital ward at Denver.

ANOTHER EXPLOSION.

DOVER (N.J.), July 12th.

Another naval magazine exploded this afternoon with the sudden shifting wind diverted the flames thither.

Fourteen magazines in the neighbourhood are reported to be endangered. Seventeen deaths have so far been ascertained.

WASHINGTON, July 12th.

Officials are holding a series of conferences to discuss the explosion and precautions to prevent a recurrence. Secretary Davis, who has visited the area, opines that though the wrecked arsenal was planned with the utmost care, the buildings henceforth must be placed farther apart.

[THROUGH REUTER'S AGENCY.]

COBBHAM'S FLIGHT.

LEAVES BASRA EN ROUTE TO BUSHIRE.

BASRA, July 13th.

Cobham, accompanied by Ward, has departed for Bushire. He mounted his machine at six this morning and in inland water, with a transport launch, was towed out to Shatt-el-Arab where the plane glided gracefully over the water and in fifteen minutes was climbing beautifully. In a few more minutes he was out of sight.

THE INCIDENT IN LORDS.

SPEAKER'S STERN WARNING TO LABOUR MEMBERS.

LONDON, July 12th.

In the House of Commons, referring to the scene in the House of Lords on July 8th when Labour members booed the passing of the Coal Mines Bill, the Speaker, in response to a Conservative question, said he regarded the incident as a gross indignity to himself and the House of Commons. He expressed shame at the breach of courtesy to an officer of Parliament bringing a message to the House of Commons and deep regret at the further discourtesy when the Speaker attended the House of Lords.

The Conservative, Col. Fox, asked whether the Speaker would publicly apologise to the Lords for the unmannerly occurrences.

The Labourite, Mr. Will Thorne, interjected: "Do you want the Speaker to go on his belly?" and the Labourite Mr. G. D. Hardie shouted "Get down on your knees."

The Labourite, Mr. J. J. Lawson, despite the restraining efforts of Mr. Ramsay MacDonald, persisted in drawing attention to the conduct of the Lords who, apparently, forgot that they were dealing with the standard of life.

The Speaker emphasised that he was dealing only with matters concerning the House of Commons and said if the incident of July 8th was repeated he would not hesitate to take adequate action.

DISARMAMENT.

ALLIED NOTES TO GERMANY.

BERLIN, July 12th.

Various fresh demands as regards the disarmament, and reorganisation of the German army, with a mention of secret military organisations, have been the subject of several notes recently sent to the German Disarmament Commission by the Inter-Allied Military Control Commission.

The Nationalist newspapers are furious and say that every child knows that Germany is entirely disarmed.

FAR EASTERN CABLE.

NEWS.

[THROUGH REUTER'S AGENCY.]

KUOMINTANG SUCCESS.

CHANGSHA NOW OCCUPIED BY GENERAL TANG SENG CHI.

SHANGHAI, July 13th.

A message from Hankow dated the 11th inst., states most important developments have occurred in the Hunan situation over the week-end and the early part of the week. General Tang Seng Chi, strongly re-inforced from the South on Thursday commenced an advance on Changsha. On Saturday morning the major portion of General Yeh Kai Shin's troops had evacuated Changsha, while he himself went to Sinti on board a transport.

Tang is meeting with no serious opposition in Hunan.

LATER.

General Tang's troops have already occupied Changsha, and Tang himself is arriving this afternoon.

It is reported from reliable sources that no looting or disorder of any description took place.

AN INCIDENT AT CHANGSHA.

PEKING, July 13th.

A message from Changsha states that about a thousand of General Yeh Kai Shin's rear-guard concentrated at Changsha Station yesterday and demanded a hundred thousand dollars from the Chamber of Commerce.

The situation was threatening when General Tang Seng Chi's advance guard appeared, on which the former troops retreated along line, firing their rifles at random, bullets falling in the city.

JAPANESE CADETS ARRIVE.

ADMIRAL AND PRINCE WITH PARTY.

INTERESTING PROGRAMME.

Shortly before noon, yesterday, the two Japanese training ships, Yakumo, and Isumo, with some 120 Japanese naval cadets on board, arrived on their way South to the Mediterranean. On entering the port the customary salutes were fired.

The training ships should have arrived about 8 a.m., but were delayed, thus the reason for their late appearance. They have taken up positions in the Wanchai anchorage, where they will remain until leaving to continue their cruise at the end of the week.

The Japanese Consul-General and the President and Vice-President of the local Japanese Association, together with representatives of the leading Japanese firms, left by launch to meet Vice-Admiral Yamamoto of the Japanese Imperial Navy.

During the afternoon the commander-in-chief of the training squadron and the commanders of the British war vessels in port exchanged complimentary visits. Yesterday evening the officers of the training ships were entertained at the residence of the Japanese Consul-General.

OFFICIALS ON BOARD.

It is interesting to note that several Japanese officials are on board the ships. In addition to the Admiral, who is in charge of the cruise, there is Prince Hiro-yoshi, who is travelling incognito as Count Onda, and Yakaichiro Suma, a special commissioner, who is on board as a cadet and assumes the name of Count Sakura. He is going to visit Africa to report on trade conditions there and the possibility of an extension of Japanese exports.

The itinerary includes the main Far Eastern ports, Constantinople, Marseilles and Malta.

Prince Hiro-yoshi is accompanying the cruise to the various Mediterranean ports.

This morning the cadets will pay a visit to the Peak, Botanical Gardens, etc., and they will be entertained at the Japanese Club, leaving there in the afternoon for a visit to the Hongkong University.

This evening, H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), civil, naval and military officials in the Colony will be entertained by the Japanese community at the Hongkong Hotel.

The cadets will devote to-morrow morning to an inspection of the port of Hongkong, and will, in the afternoon, be the guests at tea of the Japanese Association at the Hongkong Hotel.

A trip to Fanling has been arranged for the cadets on Friday morning.

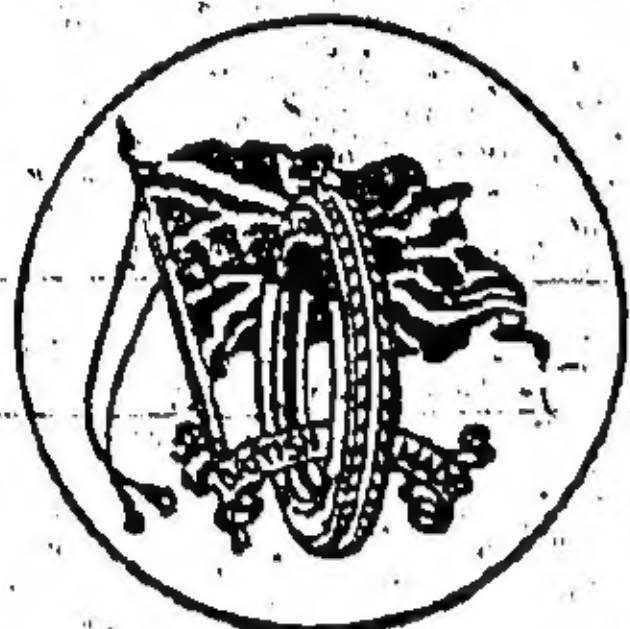
The stay in Hongkong will terminate on Saturday, when the squadron leaves for Singapore.

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(A.P.B.)

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—The Gymkhana and the Motorist—The Automobile Association.

(BY AN OWNER-DRIVER.)

On Saturday last the local motor cyclists of Hongkong had a great opportunity to demonstrate their skill. They availed themselves of it. Many an on-looker must have been surprised at the rapidity with which the machines reached quite a high speed and the almost instantaneous way in which they stopped. It was a fine exhibition of the handiness of the motor-cycle.

None of the competitions allowed any real tests of the machines nor did the skill of the drivers show up as dramatically as in, let us say, the famous road races for motor-cycles held in the Isle of Man.

It is not easy to arrange for any such trials in Hongkong, although when we read about the competitions organised in England it seems surprising that some of our local enthusiasts have not made an effort. There might be tests to show the consumption of petrol for so many laps round the island. The trials could be run after midnight and the speed limited.

The unfortunate accident which took place when there was a road competition in Hongkong no doubt scared people. The general opinion of those who could judge of the causes of that casualty was that the rider did not display the caution that is usually in evidence on such occasions.

THE MILITARY ASPECT.

The first thought of the serious minded citizen in Hongkong who witnessed the show on Saturday last must have been one connect with the military aspect of the motor-cycle and side-car.

It is no use trying to disguise the fact that since 1914 the world is very different to what it was in the placid decade before that date.

The Great War did not end war. It stirred up everyone. This is now a restless age. Since 1919 we have had a taste of what civil disturbance means in this Colony. A few weeks ago they had their troubles in England. The mechanical vehicle saved the situation in London.

The public-spirited efforts of a few local enthusiasts brought into being the armoured car section of the Volunteers. It is excellent in its way. Something more is needed.

Every motor-cyclist and owner-driver in this Colony should be officially approached by the local Government. They should be requested to register themselves and their vehicles for public service in case of emergency.

A RECOGNITION.

The Government might even grant privileges to those who are thus registered. A licence rebate is a simple method of recognising the value of a reserve vehicle.

In the event of a sudden emergency, such as occurred only last year, the mechanical transport section could be called out at once on active service. The drivers would receive pay, just as did the volunteers on duty last year, and petrol could be provided for the vehicles with a proper allowance for other charges such as tyres, oil, etc.

The present organisation would provide the first line of the new emergency motor transport section. Efforts should be made to enlist all reliable owners under the age of thirty-five.

The second line of defence would consist of the older men. This reserve organisation need not be of a military character, but much more on the lines of the local Police Reserve that was so successful during the war.

THE AUTOMOBILE ASSOCIATION.

This is an activity with which the Hongkong A.A. might well concern itself. It might even take the initiative, although the Government could perhaps more easily approach the local A.A. officials on this subject than could the officials approach the Government.

It is surprising that the local A.A. took no active part in the demonstration last Saturday. It was a great opportunity lost. A really fine gymkhana might be organised if the Volunteers and the local A.A. worked together to promote one for some date next year.

It is suggested that July is really too hot, both for the competitors and the spectators. Perhaps, some date in January or early February would be better.

The local A.A. does a great deal of useful work in a quiet fashion but it might do more to provide occasional spectacles. It might even promote an exhibition of motor-cars, cycles and accessories next year. It might also make an effort to obtain a central parking space for members with an attendant always ready to watch cars left unattended.

The general public can be educated to purchase cars. The agents in Hongkong would willingly co-operate. There are any number of different makes of motor-vehicles for sale in the Colony. People who have no intention of buying a car or a cycle visit an exhibition and make a purchase as a result of the inspection.

It is right and proper that the local A.A. should be an amateur's association and not controlled by trade interests. It can, however, legitimately do more to persuade non-motorists to own cars or cycles. We want to see more motor vehicles on the roads and we want the roads to be made ready for more vehicles.

Some of the enterprising local motor-cycle agents scattered pamphlets broadcast on the seats of the matched last Saturday. It was good business to do so, but the spectators were naturally more interested in the display on the ground.

Despite the popularity and small expense of the tiny motor-cars that are to be seen on the roads of Hongkong, the motor-cycle and side-car continues to sell in this Colony.

The advantages of such machines for the man with a very limited income are obvious. The low initial cost, the low running expenses, and the easy manner in which garage accommodation can be arranged are all in favour of the two or three wheeler.

LISTED MACHINES.

In the programme of the next gymkhana there might appear a list of entries and the names of the machines. On Saturday we saw clearly the numbers—13 in one race seemed to be unlucky—but it was not easy to distinguish the type of machine or to find out the name of the rider.

On the whole the riders did well, on more than one occasion anxious spectators thought that there would be a collision, but the motor-cyclists knew to a shade how to manipulate the steering gear and the brakes.

It was an excellent entertainment which will be improved upon next time. The promoters should work in order to obtain the active co-operation of the local A.A. for the next gymkhana. In the meantime it may be said that this practical demonstration of the usefulness and efficiency of mechanical transport for military purposes in Hongkong must have convinced the most conservative onlookers that, spectacular though the horse may be, the machine can be depended on to "deliver the goods."

The ground was not quite big enough. The polo-ground would have been better. Would it be possible to use that ground for the next motor-cycle gymkhana?

No doubt the members of the golf club would object to the use of the sports ground at the Happy Valley. There might, however, be road races round the Happy Valley if the police would close the roads for general traffic one afternoon.

WHITE GLOVES.

From time to time suggestions have been made by people who very properly think a great deal about "Safety First." One of the latest ideas put forward is that drivers should wear white gloves so that when they put out a hand for a road signal the hand will be easily distinguished.

It will be said that in this climate gloves are impossible in the summer. It can also be said that the road signals made by some drivers are not signals at all. The Chinese chauffeur is a bad offender in this matter.

The police might use sticks painted white, and a European sergeant at the bottom of Garden Road would be of considerable assistance in regulating traffic at that spot.

Motor-cyclists and cyclists in England are painting the rear mudguard white. Anything that will make motoring safer is to be commended.

The local authorities have been quite lavish with white wash on the rocks and walls at corners of the roads. It is a most excellent plan to warn drivers in this way and it would be well to extend also the use of the white line, although, of course, it might be argued that if the line is painted on the road in too many places drivers will ignore it altogether.

DOPES AND "PINKING."

For many years it has been believed that temperature was the main, and indeed the only, cause of "pinking" in motor-car cylinders.

Experiments have been made to prove what seemed to be a certainty. Some of the experiments seemed to confirm the temperature theory. Others, however, did just the opposite.

It has been found that a very small addition of lead ethide to petrol has a most marked effect on "pinking."

The object of all designers is to increase the compression ratio in the engine cylinder. Nearly a quarter of a century ago Professor Burstall proved that engine efficiency increased with compression increase.

The danger of premature ignition has hitherto limited the compression ratio. Engine makers have proceeded very carefully and warily in this matter.

GOOD AND BAD.

The experiments in which a few grammes of lead ethide were added to each gallon of petrol have given engineers a clue. The addition makes possible a very large increase in compression ratio. That means greater economy and more power.

Unfortunately, lead ethide is poisonous. Also it causes a deposit of lead on plugs and valves. Therefore, it is not likely to be used in commercial work.

Experimenters are now busy at work seeking a "dope" for petrol that will prove innocuous.

What actually happens to petrol vapour when it is being compressed in an engine cylinder is not easy to picture. The less volatile vapours form a sort of fog and the burnt gases left in the clearance space when the exhaust valve closes aid in forming this fog. Drops of petrol follow.

It is suggested that these drops, or droplets, cause the detonation which we call "pinking" in the engine cylinder. If so the obvious remedy is to prevent the formation of the droplets. Researches are being made with that end in view and we may expect to find that "pinking" will soon be "doped" out of existence.

THE JUNIOR TOURIST TROPHY.

The exhibition by local motor-cyclists on Saturday last reminds us of the most important of the events in the English programme of competitions. The Junior Tourist Trophy is the great competition held in the Isle of Man. It is the road race of the year.

People often ask "What is the value of these competitions?" The makers of motor-cycles (and motor-cars) say that the "road-racing machine of to-day is the touring machine of tomorrow."

It has been said that Britain is the only country that can successfully combine commercialism with sportsmanship. It is noticeable that although the results of these big races, such as the Tourist Trophy, must mean a great deal to manufacturers, the sporting aspect is never lost sight of.

The latest racing models made in Italy were a feature of this year's competition. The policy of Italy's dictator, Mussolini, is apparently one that demands "a place in the sun" for the products of the motor factories of his native land.

Italy is a great supporter of road-racing on the Continent, and the "forward" policy of trying to capture export trade by book or by crook no doubt caused the Italian makers to enter so many machines for the English races. France and other Continental countries do not seem inclined to compete.

There is a considerable amount of betting on these road races. The odds on the various riders varied from 5 to 1 on four favourites in the Senior race to 20 to 1 on the least popular riders. In the Junior race 5 to 1 was offered on Bennett and in the Lightweight race, Hardley was a hot favourite at 3 to 1.

There is, of course, always an element of danger but the riders seem to like it.

LOCAL ROADS.

Recently a nasty corner on Stubbs Road has been rounded off. For that we are grateful. There are several other corners on that road that would be less dangerous if they received the same sort of treatment.

The great mistake made in the design of the new King's College on Bonham Road is now being rectified. It has been a costly business but it is better to use public money to remedy an error than to have a bad accident. It was a hopeless piece of road as it was in the old design.

So much for the things that have been done. Now for some of the road improvements that we should like to see carried out.

THE PEAK TRAM STATION.

It must again and again be mentioned that the lower terminus of the Peak tramway is a bad place for motorists.

The road should be widened almost at any cost and some motorists go as far as to argue that the trees on Garden Road should be removed entirely.

Improvements suggested a long time ago in the columns of the Daily Press have been made at the lower portion of Garden Road, but many other improvements are long overdue.

The whole of the road from the Cathedral right up to Seth's corner needs to be much wider.

There was a narrow escape from an ugly accident at the junction of Garden Road and McDonnell Road a few days ago. Why the corners of such junctions are not rounded off is difficult to understand.

ROBINSON ROAD.

This is probably the worst road in the Colony. The narrow bridge that spans the Glenale stream is about as inadequate as any bridge used by motor traffic could possibly be.

There is terrible tangle round about Seth's corner. Something drastic in the way of acquiring property for the purpose of road improvement there is needed. There will be an inquest one of these days unless something is done soon. Then the jury will probably add a rider recommending a road widening.

To the west of the Glenale Bridge there is a hoarding that has been in place for many months. Not long ago there was a casualty at the corner. Why the hoarding is not now removed so that the driver can see what is coming round the corner is also a mystery.

Lytleton Road is a problem of its own. It has about the worst junction there is only one junction on this road and it joins Park Road and surely the corners could be rounded off at the junction.

Two trees in a particularly dangerous position are in the way of traffic. They might be removed.

At the junction of Caine Road and Park Road there has been a recent improvement. It is unfortunate that a narrow entrance to Park Road was arranged. Surely even now it would cost very little to shift the curb back a few feet and so widen the entrance to Park Road.

It would be a boom to many an owner if the Shek-O Road were made smoother. The surface in places is indeed bad.

The hair-pin bend on the Shek-O Road is not pleasant and it might be made safer.

It will be said that road improvements in this Colony are expensive. So they are. The money is, however, well spent. If only we had a road round the island of the same width as Nathan Road, Kowloon. Perhaps some day the effort will be made to widen out the tortuous road known as "The Dairy Farm Hill."

ACCESSORIES.

One of the ways in which it is possible to distinguish the man who makes a real hobby of his car from the man who just regards it as a method of transport is to make an inspection of the fittings.

A speedometer and a clock are now usually provided as part of the original equipment. A driving mirror is a great convenience and a screen wiper is regarded as a necessity.

An extensive luggage grid enables golf-bags and other luggage to be carried on the foot-board.

A "spot-light" with its long distance beam is a great addition. Gaiters, or covers for springs, can be recommended. They keep the springs free from rust. They are usually fitted as part of the equipment on high grade British cars.

KOWLOON BUSES.

Kowloon bus travellers should note that the new order regarding alighting from and boarding the buses at recognised stopping places only will come into force tomorrow (Thursday).

Notice boards giving the stopping places on every route have now been fixed at these places and similar information is to be found inside the buses. In no circumstances will the bus stop at other than the appointed place.

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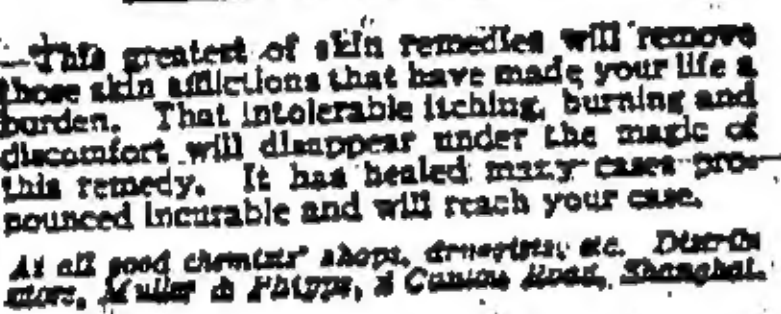
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The Steamship "BENALDER."

be subject to rent.
 All Claims against the Steamer must be presented to the Underwriter on or before the 3rd August, 1928, or they will not be recognised.
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
 Agents.
 Hongkong, 13th July, 1928. [3774]

Chemists and Stores sell them throughout the world.

Hongkong Observatory, July 18th.

Highest open-air Temperature on 12th ...	8
Lowest open-air Temperature on 13th ...	8

From July 14th to 20th, 1926.

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FIRST COMMERCIAL VESSEL
NEARING COMPLETION.

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SHIPPING NEWS.

ARRIVALS.

July 13th.
Chinghai, British str., 1,100 tons, Capt. D. G. Burleigh, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. 033—Jardine, Matheson & Co.
Spoybank, British str., 3,153 tons, Capt. H. Marillium, from San Francisco and Manila, the former port she left on June 10th and the latter on July 10th, with tin-plate and general cargo, lying at Laichikok—Bank Line.
Sui Fik, Chinese str., 187 tons, Capt. Lo Shui, from Sha U Chung, with a general cargo, lying at Luau Cheong Wharf—Fook Hoi S.S. Co.
Tamha Maru, Japanese str., 3,570 tons, Capt. C. Hideshima, from Yokohama and Keelung, the latter port she left on July 10th, with a general cargo, lying at buoy No. A8—N.Y.K.
Tikarung, Dutch str., 8,034 tons, Capt. P. Hopman, from Keelung, with a cargo of bricks, lying at buoy No. A27—J.C.J.L.

July 13th.
Bendulder, British str., 4,037 tons, Capt. J. H. Cole, from Manila, with a general cargo, lying at Kowloon Wharf—Gibb, Livingston & Co.
Canada Maru, Japanese str., 3,708 tons, Capt. K. Mori, from Moji, which port she left on July 8th, with 408 tons of general cargo, lying at Kowloon Wharf—O.S.K.
Empress of Russia, British str., 8,879 tons, Capt. A. J. Hosken, B.N.E., from Vancouver, which port she left on June 24th, with flour and general cargo, lying at Kowloon Wharf—C.P.R.

Phoenician, Chinese str., 1,022 tons, Capt. H. C. Kiddle, from Tourane, with salt and general cargo, lying at buoy No. 03—Cheong Yue S.S. Co.
Sunang, British str., 1,507 tons, Capt. J. R. Clark, from Shanghai and Amoy, with a general cargo, lying at buoy No. 09—B. & S.

Tai Hing, Chinese str., 103 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetables, lying at Luau Cheong Wharf—Fook Hoi S.S. Co.
Tijpanar, Dutch str., 2,773 tons, Capt. Cr. J. Groots, from Samarang and Pandan, with a cargo of sugar, lying at buoy No. A5—J.C.J.L.
West Cayote, American str., 3,472 tons, Capt. E. P. Weindt, from Cebu, with a general cargo, lying at buoy No. B2—Columbia Pacific S.S. Co.

CLEARANCES.

July 13th.
Bendulder, for Shanghai.
Canada Maru, for Singapore.
Cheribon Maru, for Moji.
Hai Hong, for Amoy.
Haidis, for Saigon.
Ho Sang, for Amoy.
Kamra, for Tourane.
Kutsu Maru, for Swatow.
Sui Fik, for Sha U Chung.
Tak Hing, for Hauboh.
Tamha Maru, for Singapore.
Vau Overstruten, for Swatow.

VESSELS EXPECTED.

Canton (Swedish East Asiatic Co., Ltd.), due July 24th.
Fulda (N.D.L.), due to-morrow, at day-light.
Nanking (Swedish East Asiatic Co., Ltd.), due August 12th.
Taipei (Australasian-Oriental Line), due to-day.
Shiraka (B.I. & Apear), due to-morrow afternoon.
Tilawa (B.I. & Apear), due to-day.

VESSELS IN DOCK.

The following vessels are in dock:—
 Taikoo Dock:—*Tenn* and *Taishan*.

PASSENGERS.

ARRIVALS.

Per R.M.S. *Empress of Russia*, from Vancouver, on July 13th:—For Hongkong: Mr. R. R. Templeton, Mr. F. Sharp, Mr. F. Van Steenberg, Mr. H. J. and Breve and Master J. Breve, Mr. C. T. Anderson, Mr. R. Artindale, Mrs. L. Artindale, Miss A. Artindale, Mrs. A. H. Boyd, Miss A. Bradley, Mrs. A. Hotson, Misses K. and S. Hotson, Miss E. Maude, Mr. G. McBrean, Mr. H. Remington, Miss L. Ware, Mr. E. C. Wood, Bishop A. Cauthier, Miss A. H. Marks, Mrs. M. C. Nicholls, Dr. C. C. Chan, Dr. C. C. Chan. For Manila: Dr. A. W. and Mrs. Fregeau, Miss F. Fregeau, Mr. W. Fregeau, Mr. W. F. McKee, Mrs. E. J. S. Reese, Master N. Reese, Mrs. E. Bourne, Mr. J. S. Reese, Mr. H. A. Anderfeldt, Mr. B. J. Launder, Mr. C. H. Owen, Miss L. L. Moffett, Mr. G. Pettreguin, Mr. E. J. Tozer, Mr. G. Albee, Mr. J. O. Afeair, Mr. F. Cooper, Mr. W. F. Cowan, Miss A. Dagler, Mr. C. F. Diddle, Mrs. and Miss L. Drage, Mr. A. E. Elworthy, Miss F. M. Frank, Mr. Miss G. Toye, Mr. R. Hylton, Mr. Hylton, Misses H. and J. Hylton, Mr. S. E. and Mrs. Jackson, Miss D. Jones, Mr. J. Kelsay, Mr. I. Krick, Mr. L. Ebbes, Mr. D. Mouron, Mr. F. Deverard, Mr. R. Oron, Mr. D. Menchen, Mr. C. Merrill, Mr. W. E. Mitchell, Mr. L. M. Mendith, Mr. C. R. Morse, Mrs. Morse, Mrs. C. L. McCallum, Miss M. M. Naquin, Rev. H. S. and Mrs. Potter, Mr. W. Richardson, Mr. T. A. and Mrs. Smart, Miss M. Steen, Mr. J. Joles, Mr. P. and Mrs. Valenzuela and Master M. Valenzuela, Mr. H. Wall, Mr. D. Powell, Mr. S. E. Powell, Mrs. E. L. Corn, Miss P. Hicks, Miss E. L. Moffett, and Miss F. Nicholes.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Adipore* left Shanghai for Hongkong on the 14th inst. at 4.30 a.m., and is due here on the 14th at about 4 p.m.

A wireless message has been received by the Norddeutscher Lloyd that the m.s. *Polina* is due here to-morrow (Thursday) at daylight, instead of in the afternoon.

SUNRISE AND SUNSET IN HONGKONG.

FOR JULY, 1926

(STANDARD TIME OF THE 120TH MERIDIAN).

Date	Sunrise	Sunset
July 14th	5.47 a.m.	7.11 p.m.
15th	5.47	7.11
16th	5.48	7.10
17th	5.48	7.10
18th	5.49	7.10
19th	5.49	7.10
20th	5.49	7.10
21st	5.50	7.09
22nd	5.50	7.09
23rd	5.51	7.08
24th	5.51	7.08
25th	5.51	7.07
26th	5.52	7.07
27th	5.52	7.06
28th	5.52	7.06
29th	5.53	7.06
30th	5.53	7.05
31st	5.54	7.05

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SAILINGS FOR SHANGHAI AND JAPAN—

M.V. "MUNSTERLAND" ... due here on or about 3rd August
 S.S. "OLDENBURG" ... due here on or about 31st August

SAILINGS FOR EUROPE

S.S. "PREUSSEN" ... sailing from here on or about 15th July
 M.V. "VOGTLAND" ... sailing from here on or about 8th August

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STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	July 22	July 25	July 28	Aug. 1	Aug. 8
EMPRESS OF ASIA	Aug. 18	Aug. 22	Aug. 25	Aug. 28	Sept. 5
EMPRESS OF CANADA	Sept. 18	Sept. 22	Sept. 25	Sept. 28	Oct. 5
EMPRESS OF RUSSIA	Oct. 18	Oct. 22	Oct. 25	Oct. 28	Nov. 5
EMPRESS OF ASIA	Nov. 18	Nov. 22	Nov. 25	Nov. 28	Dec. 5
EMPRESS OF CANADA	Dec. 18	Dec. 22	Dec. 25	Dec. 28	Jan. 5
EMPRESS OF RUSSIA	Jan. 18	Jan. 22	Jan. 25	Jan. 28	Feb. 5

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
July 14	July 18	July 17	July 19
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 27th July, at Noon
 TENYO MARU ... Monday, 9th Aug. at Noon
 KOREA MARU ... Tuesday, 24th Aug. at Noon
 SHINYO MARU ... Tuesday, 7th Sept. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BAIKYO MARU ... Saturday, 17th July, at Noon
 GINYO MARU ... Wednesday, 25th Aug. at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Paris

KASHIMA MARU ... Saturday, 17th July
 HAKONE MARU ... Saturday, 31st July
 SUWA MARU ... Saturday, 31st Aug.
 FUSHIMI MARU ... Saturday, 24th Aug.
 HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st July, at 11 a.m.
 MISHIMA MARU ... Wednesday, 18th Aug. at 11 a.m.
 TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Friday, 6th Aug.
 BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

HAKATA MARU

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Thursday, 29th July

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Thursday, 22nd July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 17th July

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU ... Saturday, 17th July

LIMA MARU ... Wednesday, 21st July

GENOA MARU ... Thursday, 22nd July

HAKOZAKI MARU ... Monday, 23rd July

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Dept.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for Shanghai	Probable Sailing from Hongkong to Marseilles
ANDRE LEBON ... A	18th June, 1926	20th July, 1926	20th July, 1926
PAUL LEGAT ... A	2nd July	3rd Aug.	17th Aug.
GENERAL METZINGER ... A	3rd Aug.	3rd Aug.	31st Aug.
FONTAINE BLEAU ... B	15th July	17th Aug.	14th Sept.
AMAZONE ... B	30th July	31st Aug.	25th Sept.
ANGERS ... B	13th Aug.	14th Sept.	12th Oct.
D'ARTAGNAN ... A	13th Aug.	14th Sept.	12th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

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 A-Class 1st Class ... £20. 0s. 0d.
 B-Class 1st Class ... £25. 0s. 0d.
 C-Class 1st Class ... £30. 0s. 0d.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CALDO BOATS).

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"HOPSANG"	Wednesday, 14th July, at 1 p.m.
HAIPHONG	"LEESANG"	Thursday, 15th July, at 9 a.m.
SHANGHAI	"YATSHING"	Saturday, 17th July, at Noon
TIENTSIN via WEIHAIWEI	"CHIPSING"	Saturday, 17th July, at Noon
SANDAKAN	"HINSANG"	Tuesday, 20th July, at 2 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 20th July, at 8 p.m.
HAIPHONG	"MONGSANG"	Wednesday, 21st July, at 8 a.m.
TSINGTAU via SHANGHAI	"FOOSHING"	Wednesday, 21st July, at Noon
SHANGHAI	"SUISANG"	Wednesday, 21st July, at Noon
KOBE via SHANGHAI & YOKOHAMA	"KUMSANG"	Sunday, 25th July, at 7 a.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 28th July, at Noon
TIENTSIN	"CHONGSANG"	Thursday, 29th July, at Noon
KOBE via MUJI	"FOOKSANG"	Sunday, 1st Aug. at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 3rd Aug. at 8 p.m.
KOBE via MOJI	"NAMSANG"	Saturday, 7th Aug. at 7 a.m.

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OUTWARDS.

Vessel	Due Hongkong
"GLENIFFER"	24th July
"GLENOGLE"	5th Aug.
"GLENAMORY"	24th
"GLENGARRY"	2nd Sept.
"GLENAPP"	16th

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong
"CARNARVONSHIRE"	22nd July	London, Rotterdam & Hamburg via Oran.
"PEMBROKESHIRE"	25th Aug.	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3693, 9.

NORDDEUTSCHER LLOYD, BREMEN.

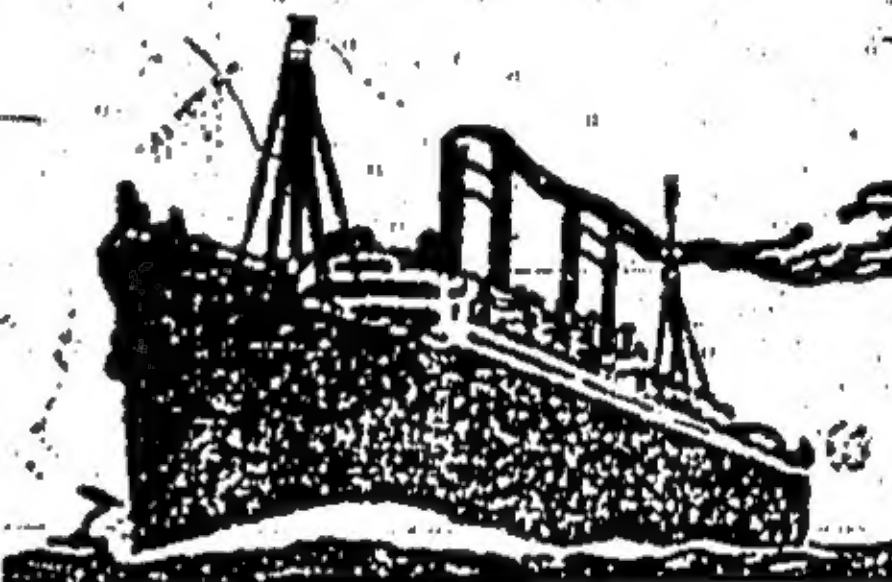
FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d.

Intermediate class £48. 2s. 0d. } TO GENOA.



NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS		
"FRANKEN"	15th July, 1926	About 5th of August, 1926.
"FULDA"	14th August	22nd August
"KOEINGBERG"	11th September	16th October
"TRIER"	9th October	13th November
"SAARBRUECKEN"	6th November	11th December
"COBLENZ"	4th December	9th January, 1927
"S. S. 'YORK'"	30th December	6th February
"FULDA"	27th January, 1927	6th March
"S. S. 'DERFFLINGER'"		

* Will call at Trieste and Venice instead of Genoa and Marseilles.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

3, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXP. ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUKARANG	SHANGHAI	18th July	18th July	BATAVIA
TUPANAS	do	20th July	20th July	SAIGON
TJISAROEK	JAVA & M'KRAE	28th	28th	ANGOR, SHANGHAI & DALAT
TJISAROEK	SHANGHAI	28th	28th	BATAVIA
TJIKINI	DALAT & AMOI	4th Aug.	6th Aug.	SOERABAYA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF BEDFORD" ... Via Suez Canal ... 30th July.
 "MALVERNIAN" ... Via Suez Canal ... 13th August.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
 (ANDREW WILK & CO., LONDON.)

Sailings from Hongkong ... 30th July.
 M.V. "WEIRBANK" ... via Suez Canal ...

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "ROMEO" ... Marseilles, London, Havre & Hamburg ...
 From Hongkong, 23rd July.

FARES TO LONDON "A" 1st Class £33. 2nd Class £20.
 "B" 1st Class £20. 2nd Class £15.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER ... From Hongkong ... July/August.
 Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Fort Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilimanjaro, Port Natal, Lourenco Bay, Walvis Bay, and Malagascor.

AUSTRAL-EST INDIES LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Lines or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "JAPANESE PRINCE" ... Leave Hongkong 29th July
 M.V. "CHINESE PRINCE" ... 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

Telegrams: Furnprince.

(Incorporated in Great Britain)

King's Building.

[19]

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 22nd July, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574

Yong Building, Queen's Road.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEBANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ALIPPORE"	5,273	17th July, 10 a.m.	Singapore, Penang, Colombo & Bombay.
"PADUA"	5,907	19th July	Marseilles, London, Hamburg, Rotterdam & Antwerp.
"KASHMIR"	8,985	22nd July, Noon	Singapore, Penang, Colombo & Bombay.
"RANPURA"	18,585	24th July, Noon	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles and London.
"MACDONIA"	11,059	31st Aug.	Marseilles, London & Antwerp.
"KALYAN"	8,144	4th Sept.	Marseilles, London & Antwerp.
"NAGPORE"	8,233	10th Sept.	Marseilles, London & Antwerp.
"MAHWA"	10,941	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MORBA"	10,918	16th Oct.	Marseilles, London & Antwerp.
"KHYBER"	8,114	30th Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles, London & Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles, London & Antwerp.
"MACDONIA"	11,059	11th Dec.	Marseilles, London & Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles, London & Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles, London & Antwerp.
"KALYAN"	8,144	22nd Jan.	Marseilles, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TILAWA"	10,006	16th July, 2 p.m.	Singapore, Penang and Calcutta.
"TALAMBA"	8,015	22nd July	do.
"SHIBALA"	7,841	3rd Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,249	27th Aug.	do.
"SANTHIA"	7,754	3rd Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	9,956	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st Oct.	do.
"ARAFURA"	6,000	29th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambangan, Tawao, Timor, Durvin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The E. & O. Royal Mail Steamers to London via Suez Canal.
 The E. & O. Branch Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"SHIBALA"	7,841	16th July	Shanghai, Moji and Kobe.
"MACDONIA"	11,059	22nd July	Shanghai, Moji & Kobe.
"TALMA"	10,000	23rd July	Shanghai, Moji and Kobe.
"NAGPORE"	8,233	2nd Aug.	Shanghai, Moji and Kobe.
"TANDA"	9,956	3rd Aug.	Shanghai, Moji and Kobe.
"KALYAN"	8,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,249	6th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,006	30th Aug.	Shanghai, Moji and Kobe.
"TALAMBA"	8,015	3rd Sept.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Sept.	Shanghai, Moji and Kobe.
"MORBA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	8,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	9,956	2nd Nov.	Shanghai, Moji and Kobe.
"MACDONIA"	11,059	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	8,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Shanghai, Moji and Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage-Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

Calling at Swatow for Passengers only

AND RETURN

(Occupying 9 or 10 Days)

HAINING ... Capt. W. C. Passmore ... Saturday, 17th July, at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and return by the same steamer by the "HAINING," "HAIHONG" and "HAIHING" at the Reduced Rate of \$30.00 including Meals while the steamer is in port.

For Freight and Passage apply to—

DOUGLAS L. PRAIRIE & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED

Steamship.	Tons.	From Hongkong (about)	Destination.
SHANGHAI	"SUNNING"	On 15th July	6 a.m.
HAIPHONG	"TRAN"	On 16th July	10 a.m.
BANGKOK	"CHINHUA"	On 16th July	4 p.m.
SHANGHAI & TRINGTAO	"SHANTUNG"	On 17th July	6 a.m.
AMOY, SINGAPORE & BANGKOK	"KIANGSU"	On 17th July	6 a.m.
SHANGHAI	"YINGCHOW"	On 18th July	6 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 20th July	6 a.m.
SHANGHAI	"SOOCHOW"	On 22nd July	6 a.m.
AMOY & SINGAPORE	"KALGAN"	On 23rd July	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUROROW"	On 23rd July	4 p.m.
SHANGHAI & TRINGTAO	"LINAN"	On 24th July	6 a.m.
SHANGHAI	"SUIYANG"	On 25th July	6 a.m.
AMOY & SHANGHAI	"SZECHUEN"	On 27th July	6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 27th July	6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone: Central 35.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

For Freight and Passage Apply to—

BUTTERFIELD & SWIRE.

Telephone: Central 35.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ

M.V. "BABY CASTLE" ... Sailing on or about 19th July

For Freight or Passage on any of the above Lines, Apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72-10s. 0d. "B" CLASS: £66-0s. 0d.

For Freight or Passage on any of the above Lines, Apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMINGA" ... Sails from Calcutta on or about 31st July via

Bombay and Colombo.

S.S. "UMVOLOSI" ... Sails from Calcutta about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong—

"LAOMEDON" ... Via Suez Canal ... 18th July

"CITY OF BEDFORD" ... Via Suez Canal ... 30th July

"MALVERNIAN" ... Via Suez Canal ... 18th August

"DOLUS" ... Via Suez Canal ... 27th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD., HONGKONG.**

HONGKONG AND CANTON or **JARDINE MATHESON & CO., LTD., CANTON.**

Agents.

